Geo. Nelson Holland
Box 1525

1828 The 1899

Sailors' Magazine

and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

76 WALL ST. NEW YORK.

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THE SOCIETY'S PERIODICALS,

The Sailors' Magazine and Seamen's Friend, a monthly publication of thirty-two pages, contains the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the Seamen's Cause, and commend it to the sympathies, the prayers and the benefactions of the community.

The Magazine is sent to single subscribers for One Dollar a year, payable in advance.

Persons ordering a change in the direction of the Magazine *should always give both the old and new address, in full.*

The Seamen's Friend is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of One Dollar per hundred.

The Life Boat, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the Loan Libraries issued by the Society. Any Sabbath-School contributing to the Society $20 for a Loan Library may receive fifty copies, gratis, for one year, with postage prepaid.

Provided a request is sent, annually, for the Sailors' Magazine, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the Magazine, *gratuitously*, should give *annual* notices of their desire for its continuance.

REMITTANCES.

Remittances for the American Seamen's Friend Society, in payment of subscriptions to the Sailors' Magazine, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of William C. Sturges, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

LIFE MEMBERS AND DIRECTORS.

The payment of Five Dollars makes an Annual Member of the Society, and of Thirty Dollars at one time, a Life Member. The payment of One Hundred Dollars at one time makes a Life Director.

FORM OF A BEQUEST.

"I give and bequeath to the American Seamen's Friend Society, incorporated by the Legislature of New York, in the year 1833, the sum of——, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, *at the same time*, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request and in presence of each other, signed their names thereto, as witnesses.

SPECIAL NOTICE.

It is desired to correct the mail-list of the SAILORS' MAGAZINE.

LIFE DIRECTORS and LIFE MEMBERS are entitled to a free copy as long as they live.

Will some one of their surviving kinsmen at once notify this office if the Magazine continues to be sent to the names of deceased Life Directors and Life Members?

PASTORS of churches which take an annual collection for this Society are entitled to a free copy as long as the collection continues.

Will pastors whose churches have ceased to take such a collection notify this office of the fact; or, better still, renew the collection and retain the free copy of the Magazine?

Life Directors, Life Members and pastors of churches, receiving a free copy of the Magazine, are reminded that a free copy is sent only to those who send an annual request for it.

Will they kindly notify this office at once, if they wish it continued for the coming year?

Donors of $20 for loan libraries or of $20 for the general work of the Society are also reminded that they are entitled to the Magazine for one year only, provided an application is sent for it.

In view of changes of residence, the decease of subscribers, &c., will the receiver of this Magazine kindly mail a postal card at once to the SAILORS' MAGAZINE, 76 Wall Street, New York, giving the full name and address of the sender, indicating that the Magazine is desired and received.

To subscribers the Magazine is mailed prepaid for one dollar per annum, payable in advance.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND

Vol. 71, JANUARY, 1899. No. 1.

For The Sailors' Magazine.

THE OLD SALT'S SOLILOQUY.

Oh, often when I hear the winds
Strike up their stormy glee,
My heart beats high and oft I sigh
To be upon the sea.

To-night the moon is in the sky,
Enwrapt in stormy shrouds,
And like a ship upon the sea,
She saileth through the clouds.

A flickering star is faintly seen
And quickly fades away,
Like a far-distant beacon light
Lost in the rising spray.

And every sight and every sound
Fans up my wild delight,
Till fancy wafts me out to sea
On such a stormy night.

Ho, boatswain! sound your shrilly pipe,
Make all things snug and tight,
I hear the minstrels that shall play
A lively tune to-night.

The waves put on their crests of foam,
The clouds fly low and fast,
And wild Æolian minstrels tune
Their harps around the mast.

And down below the iron heart
Begins to throb and beat
With quickening pulses to keep time
With prance of nimble feet,—

For the wild war-steeds of the north
Are rushing to the fray,
And from distended nostrils blow
Their clouds of frozen spray.

The lee rail ripples in the sea,
The stem cleaves through the ridge,
Till solid water sweeps the deck,
And flying scud the bridge.

And groaning, creaking, quivering on,
In every beam and spar,
The good ship bravely holds her way
Through elemental war,

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And like a conqueror drives on
Through the tempestuous night,
Till rainbow-tinted billows play
Beneath the morning light.

Oh, scream aloud, ye stormy winds!
And roar, thou glorious sea,
Heroic souls are borne aloft
On thy tumultuous glee.

I envy not the timid souls
That dream of starlit seas,
Whose milder feelings are expressed
By sighing summer breeze;

Give me the rapturous delight
Of music wild and free,
That God's heroic minstrels play
On stormy nights at sea.

GEORGE TAYLOR.

WHAT IS A LOAN LIBRARY?

Into a neat case, 13 x 26 inches, are put about forty-three well selected volumes; books of biography, of travel and adventure, of popular science, of history, of story, of religion. Into each library goes a Bible, an atlas, a dictionary, several books in German, Danish, Swedish, and some other language.

GROWTH OF THE LOAN LIBRARY WORK.

As a systematic work it began in 1858–9. Up to December 1, 1898, this Society has sent out 10,548 new libraries, containing 560,652 volumes. As many libraries go out three times or more, there have been 12,414 reshipments. By first shipment and reshipment these books have been accessible to 404,781 seamen.

One thousand and fifty-four libraries, with 39,307 volumes, have been put on United States Naval vessels and in Naval Hospitals, accessible to 122,815 men.

One hundred and fifty-seven libraries have been put in as many Life-Saving Stations, containing 6,121 volumes, accessible to 1,284 keepers and surfmen.

WHO GIVE LOAN LIBRARIES?

Churches, Sunday Schools, Societies of Christian Endeavor, the Shut-in Society, and similar organizations; also individuals, in their own names, in the names of others, often in memory of deceased kindred and friends.

Special bequests are made in wills for loan library work.

HOW LONG IS A LIBRARY AT SEA?

Before its first return, about a year and a half; sometimes four, five, six years; and in many instances much longer. Vessels often go from port to port, changing crews at each port, so that the same library may be read by several crews before it is returned. Every volume is kept in service somewhere, until worn out or lost.

HOW DO WE HEAR FROM THEM?

Into each library-case is put a printed form with questions to be answered in writing. Difficult as it is to get these forms filled and returned, enough letters are written by captains, mates, and seamen to assure donors of the usefulness of their gifts. The information received is sent to donors and is published in brief in the LIFE BOAT, an eight-page paper, of which fifty copies monthly are sent free for one year to Sunday Schools contributing a library. A statement of new libraries issued is mailed quarterly to each donor of a library within the quarter. The SAILORS' MAGAZINE (at one dollar per annum) publishes every month extracts from letters of seamen who have read the books.

WHAT DO LOAN LIBRARIES ACCOMPLISH ?

They relieve the tedium of sea-life; improve the ship's discipline; promote the observance of the Sabbath; foster a taste for good reading; build up the moral life and advance the cause of temperance. The religious books quicken the spiritual life of Christian seamen, and are made the means of bringing men to Christ in all parts of the world, reaching them when they are most open to serious impressions. They are often accompanied by the earnest prayers of the donors.

HOW TO SEND A LIBRARY.

Inclose Twenty Dollars in check or P. O. Money Order, to the order of the Treasurer of the AMERICAN SEAMEN'S FRIEND SOCIETY, P. O. Box 604, 76 Wall Street, New York City, giving the name and post-office address of the contributor. Then the number of the library will be registered and assigned to the donor, who will be notified of the vessel on which it is placed, its destination, the name of the captain, and the number of the crew.

The SAILORS' MAGAZINE (monthly) is sent free, post-paid for one year, *when requested*, to donors of at least $20 to the general objects of the Society, or to donors of $20 for a Loan Library.

EDITORIAL PARAGRAPHS.

ON January first resolutions are made by many thoughtful people. Let us suggest a few to pastors:

Resolved, that the AMERICAN SEAMEN'S FRIEND SOCIETY and its work be placed in the list of my prayer-meeting topics in 1899.

Resolved, that, in my public prayers for all sorts and conditions of men, seamen be named and their needs be spread before the Hearer and Answerer of prayer.

Resolved, that, in making up the list of benevolent collections in my church, I urge it on the church officers to put the AMERICAN SEAMEN'S FRIEND SOCIETY in the list.

Resolved, that, if the church officers vote against the proposal, I will give to my people, as information to which they are entitled, a full account of God's work among seamen, and tell them where, if they are disposed to give, their gifts may be sent.

Resolved, that I will read the SAILORS' MAGAZINE as a repertory of home and foreign missionary news not to be obtained elsewhere.

"ALL children having Sailors' Loan Library mite boxes are requested to bring them to the Mite Box Social. Any one wishing to contribute toward the 1898 loan library is requested to give or send the money to Mrs. T. W. ATKINSON. There is great demand for comfort bags."

The above is only a part of a notice given in a church paper printed by the Mount Hor Presbyterian Church of Rochester, N. Y., and is

reprinted here because it contains a hint to churches and Sunday Schools. By careful collections of small sums the Mount Hor Church (not rich by any means) has sent to sea an annual library for nearly twenty years. Mrs. JANE A. HODGES, of sainted memory, was the mainspring of this movement, and Mrs. ATKINSON received her dying charge to continue it, and is nobly fulfilling it. How many churches and Sunday Schools will adopt this or any method to keep seamen in the hearts of the people and especially of the children? Let some man or woman start the church collection or the mite box, and persist, as Mrs. HODGES did, in reminding friends of the needs of seamen, and even in communities of small means great results will be obtained.

THE following letter will interest many of our readers:

FLAG SHIP "OLYMPIA,"
MANILA, P. I., October 20, 1898.

W. C. STITT, D.D.

Dear Sir : I have the honor to acknowledge the receipt of your letter of May 16, informing me that at a meeting of the AMERICAN SEAMEN'S FRIEND SOCIETY they had done me the honor of electing me an Honorary Vice-President of their Society.

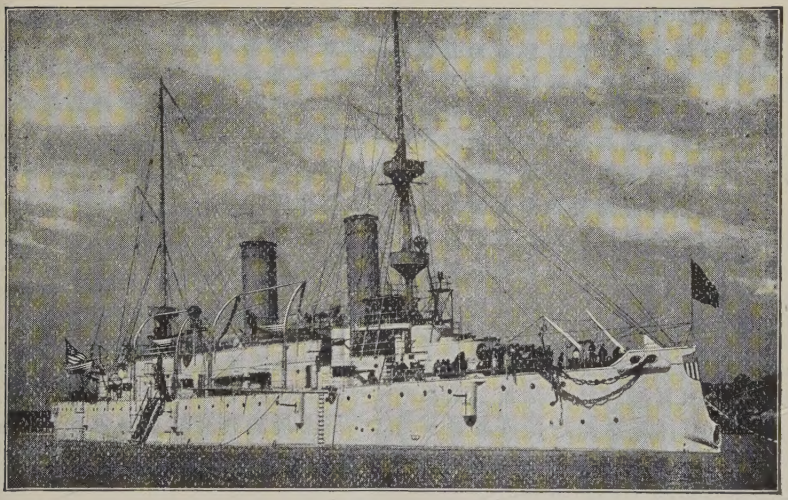
It is indeed gratifying to me to receive this distinction, and especially so as coming from an organization that devotes its energies to the betterment, physically and morally, of the American sailor.

Kindly convey to the Society my most sincere thanks for the honor they have conferred upon me, and while apologizing for this tardy acknowledgment, believe me,

Very sincerely yours,

GEORGE DEWEY.

THE November storm struck a heavy blow at shipping, and sent many shipwrecked seamen to this Society for aid. Indeed, for months past an unusual number have needed assistance. Who will give $10,000, the interest only to be used for all time in this branch of our work? If there is a bankrupt, stranded, helpless man anywhere, it is the wrecked sailor, who must be fed and housed until he ships again, and cannot ship without a fresh supply of sea-clothing. That he is willing to ship again after being barely rescued from the devouring deep is a strange fact to landsmen; but to the question "what do you want to do?" he almost invariably answers "I want to go to sea as soon as I can get a ship." Some, who are not as interested as others in this Society's evangelistic work among seamen, may feel like endowing, at least in part, this gracious ministry to their bodies.



THE FLAG SHIP "OLYMPIA."

THE lessening force of the springs of benevolence in many churches may be due in part to the formal and superficial religion which has resulted from the revolt against an inspired Bible, a holy Sabbath and a Holy Spirit making a holy church, revivals and missionary enthusiasms. To all Christians, however, who still cling to the truths which make converts and compel the effort to convert the world, the AMERICAN SEAMEN'S FRIEND SOCIETY presents an agency which still vindicates the gospel as the power of God unto salvation, and shows in

all its missions the pentecostal grace that rescues and regenerates men. To such Christians our appeal is made. If they want to make their money tell on soul-saving, we know not where they can use it to more advantage. The Society aims to aid only men and missions that have at heart the saving of sailors; much may be done and ought to be done for their comfort, for their minds and morals; but the bull's-eye aimed at is the Christianizing of "Jack," and God's blessing has wonderfully rested on the Society's work for seventy years.

Christian reader; do you sympathise with Christ's desire to save men? Do you approve of the record our chaplains are making as pluckers of brands from the burning? Then let this Society have more money; let it come, not in driblets, but in a large and steady stream. Our fiscal year closes on April 1; who will give a hundred, a thousand, or ten thousand dollars?

OUT of the abundant references to the SAILORS' MAGAZINE made during the year 1898, the following may add some names to its subscription list:

"It is unquestionably the best Magazine of the kind that comes under my notice; so varied, so instructive and suggestive, and so whole-souled in behalf of sailors."—*W. Allardyce, of Edinburgh.*

"The SAILORS' MAGAZINE and the LIFE BOAT were never better, and we receive nothing that approaches them in their acceptableness for circulation among sailors."—*The Rev. F. Thompson, chaplain at Valparaiso.*

"No ship needs a compass more than I need that monthly blessing as it comes to me with the tonic of the salt sea in it."—*The Rev. John E. Hurlbut, of Worcester, Mass.*

"It is one of the periodicals that always interests me deeply and which I read through every month."—*The Rev. Donald McLaren, D. D., chaplain U. S. Navy.*

"I enjoy the Magazine very much.—*The Rev. L. R. Foote, D.D., of Brooklyn.*

"Always bright, strong, decisive and to the point.—*Thos. Mackellar, Ph. D., of Philadelphia.*

A MISSIONARY to seamen burst into tears on his dying bed, and cried out "Oh that I had done more to save men, and had been more faithful, more faithful!" His work was held in good esteem by others, but looked poor and mean to the eyes that were soon to close in death. This is an experience often confessed by pastors and missionaries, and especially by those whose work is partly to "serve tables" and

partly to preach the gospel. They are apt to wish that they had served tables less and preached Christ more. Sometimes boards and committees put the collecting of money and the arrangements for entertainments too largely on the chaplain to seamen, and thus use up the time and strength which he needs for religious work, and give occasion for the outcry in the dying hour "Oh that I had done more to save men!"

THE Seventy-fourth Annual Report of the New York Bible Society shows a total distribution for the year of 54,091 volumes in New York City. Of these 5,260 were given to sailors in the harbor, 10,986 to soldiers and sailors, and 463 put in comfort bags.

The American Bible Society continues to make grants of Bibles to this Society for its loan libraries. The Bible Society is the foundation on which all others build. Let it be strong with the strength of prayer, work and money.

THE Secretary is ready to preach in any church in behalf of this Society, to explain its work to the King's Daughters, to the Society of Christian Endeavor, to Monthly Concerts of Prayer, to Sunday Schools, to parlor meetings. Write to him at No. 76 Wall Street, New York.

LOAN LIBRARIES. The first mate of the *Daisy Farlin* writes of No. 9,095:

I have been shipmates with your libraries for the past two years. The reading matter has been enjoyed by all hands in all the vessels I have been in. Hope your libraries will bring as much joy and happiness in the future as they have in the past.

The master of the barkentine *Peerless* writes of No. 9,215:

Your library received, for which please accept thanks, and which will surely be appreciated, as was the last.

The master of the schooner *Walter M. Young* writes of No. 9,708:

I wish to thank you for it and also for several others you have been kind enough to furnish during several years past. I have always made a practice of allowing my crew free access to the library. I think they take more interest in reading and some of the books are being read all the time (or spare time). Hoping the good work may go on.

The master of the schooner *James C. Clifford* writes of No. 10,203:

We have found it very interesting and useful. May the good friends continue in their grand work for the good of seamen. May God bless you all.

The master of the barkentine *Edith Sheraton* writes of No. 10,285:

The books have been read by the officers, crew and myself, and have been very much appreciated.

The master of the ship *Eureka* writes of No. 10,286:

I will say that as far as the ship's crew were concerned, some enjoyed the library very much, that is, all but the religious books, which none would take, but all the story books and historical books they read.

The master of the ship *Great Admiral* writes of No. 10,408:

I can assure you the libraries are a great comfort and blessing on ships and much sought after by both officers and men, as the books are interesting and instructive as well. I may also say they are very much appreciated by myself and family who travel with me. Trusting the good work may continue and many be found to help it along.

The captain of the *Jane Burrill* writes of No. 10,411:

I am pleased to say that I believe the libraries to be useful and conducive to good discipline and greatly appreciated by the crew who on a long voyage are eager to get reading matter; even old newspapers are acceptable.

The master of the ship *St. David* writes of No. 10,436:

It has been on board from New York to Shanghai; thence to Hong Kong and back to New York. The books have been read and appreciated by two crews we have had on board during the voyage and also by myself.

For The Sailors' Magazine.

RESCUED: A MEMORY.

BY HENRY A. HAMILTON, THIRD OFFICER OF THE "BRITISH QUEEN."

She was an iron bark of something over seven hundred tons register and had a crew of nineteen hands all told. When scarcely six hours out of port, and barely out of sight of the land, she was thrown on her beam ends, and in such a way as to render all our efforts to right her useless. It was blowing a fresh southerly gale which was steadily increasing, which with a heavy beam-sea tended hourly to make matters worse. So it simply became a question of leaving her, or going down with her.

Having had the misfortune to lose all our boats, we remained on board during the night, with hopes of being seen by some passing vessel and taken off.

The next morning, finding the hatches were breaking open, and that the ship could not remain much longer afloat, we set about constructing a raft as the only means of keeping ourselves above water after the ship had gone down. Such material as we could muster together for our purpose was not of the very best for raft-making, nor was it by any means an easy piece of work, when taking into account the position the ship was lying in, the decks being nearly at right angles to the water, and to make matters worse only four or five of the crew would render any assistance to the carpenter and officers, the greater number sitting about the ship's side the very picture of utter despair, some few trying to find solace in that never-failing friend of the sailor, his pipe.

The only tools which the carpenter had managed to save were a small saw, an adze, hammer, auger and some nails. With considerable labor and difficulty we unshipped the spanker-boom and sawed it in two, and with these and a royal-yard formed a triangle, on the ship's side, bolting the spars together at the angles with marling spikes, and also securely lashing them. Upon these we nailed and lashed all the planks, boards and gratings we could muster, and then rigged up two small masts. 'Tis true the whole affair was not very large, but it was the best we could do under the circumstances. Having secured water, provisions, etc., on board, we then launched our raft along the ship's side (which was now quite horizontal) into the water. The crew being each supplied with a life belt were given to understand that they were not to board the raft but to take to the water trusting to their belts, and hold on to the raft-lines which were fitted around the raft.

Having all left the ship she drifted rapidly away from us, the wind having so much more effect upon her than on the raft, which lay heavily on the water, the principal spars being of heavy pitch pine and consequently not very buoyant.

It was three o'clock in the afternoon when we left the ship. The weather was fine, though the wind which had lessened a good deal during the night still blew pretty fresh, and there was a long heavy swell running which frequently topped and broke, more especially when coming in contact with the raft. Each time the sea broke over us, a perfect panic would seize most of the men, causing them to lose their heads completely and endeavor to get on board the raft, which of course only tipped her under water, and in this way very soon caused the loss of all provisions, etc. This state of things continuing in spite of all reasoning or advice from the officers, some four or five hands left the raft to return to the ship, which was now about half a mile distant. One of them only, however, succeeded in reaching her, and, I believe, shortly afterwards went down along with her, the others either returned to the raft, or succumbed on the way.

The water was intensely cold, and by the time night closed in upon us some seven or eight of our number had fallen away from sheer exhaustion. The repeated panic-stricken attempts of the men to board the raft soon tired them out, and also made it very hard for those who were at all inclined to be cool-headed. In fact matters were at one time so bad, that the second mate and myself thought of leaving the raft altogether and striking out for the land. This, however, I thought better of, when I remembered that I could not swim, and so had to trust entirely to my belt; and even had we succeeded in getting close inshore, a distance of some ten miles, we should have been so much exhausted as to be in no fit state to hope to live through the tremendously heavy surf which we knew would be breaking all along the coast. So we remained by the raft, and lived through a night the memory of which will not easily be forgotten.

Excepting for the cold fresh breeze which was blowing, the night was beautifully fine. The sky was cloudless and the moon nearly full, so that we could plainly see each other; and as the long

dreary hours wore slowly away our number grew gradually less. Each of the poor fellows before finally giving up seemed to lose his senses, some becoming very excited, while others holding on to the last by a sailor's instinct more than anything else, eventually dropped quietly away. And thus the hours dragged out their weary length till it seemed as though the night were endless, while we suffered agonies from cold and cramps. It was about three o'clock in the morning, as near as we could judge, when the last man dropped off, leaving but three of the nineteen—the carpenter, the second mate and myself. Sixteen lives had passed away within those twelve dreadful hours, and we could do nothing but look helplessly on, not knowing how soon it might be our turn to go.

There being only three of us remaining, we now thought we might venture to get on to the raft, so we spread the boat's jib, which we had, between the two masts, and stood under the lee of it to try and find some shelter from the bitterly cold wind which pierced through our wet clothes. Standing in this position, cold, wretched, and oh so tired and weary, we waited for daybreak; while the heavy raft rose and fell on the swell, frequently sinking so low as to bring the water up to our knees. How we longed for the sun to shine out bright and warm so as to bring some life back into our famishing bodies. But in this we were doomed to disappointment, for the morning dawned gloomy and overcast, with a thick haze on the horizon, so that we could see no great distance. This was all the more disappointing as we had hoped to get a rough idea of our position from the sun and so shape a course for the land. Concluding, however, that the wind was still about S.S.W. we set our sail, and shaped a course accordingly, to set us in toward the land.

As may easily be imagined, we were all three pretty well worn out by this time, and we also began to feel the cravings of hunger, having had no food since early the previous day. The second mate, a young Highlandman, was pretty tough, and as for myself, being an Irishman, I deemed it only natural that I should take a "lot of killing," and strange to say I never once seriously entertained the idea of being lost. The poor carpenter, however, after having stood it all so well, was now beginning to show signs of giving up the struggle, and in fact said as much, as he sat down on the raft. The second mate in his off-hand way said, "Get up out of that wi' you," whilst I gave him to understand that if we wished to make any landing he would have to stand up in his former position, so as not to give our craft a list, as he was then doing. So he pulled himself together again, and got upon his feet. Just then, as we were endeavoring to make out the land through the mist, the carpenter looking away to the northward sang out, "There's the land!" Of course we all looked in that direction, but could see nothing of it, but as we rose again on the swell "chips" again sang out, "It's a steamer's smoke." And sure enough it was. She was coming in our direction, but as she gradually drew nearer we could see by the way she was heading that she would pass some considerable distance away from us. But hope now filled us with renewed life, so we set to work to make signals to her. Casting adrift a capstan bar

from the raft we fastened to it an old handkerchief which I had been wearing round my head, and also one which "chips" had round his neck. The second mate being the tallest, waved these aloft, whilst I held on to him to keep him steady, it being no easy matter to stand upright on the raft as she knocked about. At the same time we shouted with all our might and blew the small whistles which the second mate and I had, though with faint hopes of being heard. The steamer came steadily on, never altering her course or showing any signs of having seen us, until at length she was abreast of us, and then passed us.

Then for the first time I experienced a feeling something like despair. Not so the second mate, however. "They must see us," he said, "whatever is the officer on that bridge thinking about!" And still he continued waving our "flags." And then we noticed the steamer slowly alter her course, and as she did so blew a long blast on her whistle, and I guess each in our secret hearts considered that the sweetest piece of music we had ever heard. What a splendid sight she was, as she bore down upon us! We could scarcely realize that we were indeed rescued. When within a safe distance she stopped and a boat was quickly lowered away, and ere many minutes had passed we found ourselves walking on a ship's firm deck, though the feat was rather more than our wearied limbs were equal to, after being seventeen hours in the water. To describe the kindness shown to us by all on board is a task altogether beyond my powers; I can only say that everything was done for us with the ever open, free hand of a sailor helping a brother tar who had met with misfortune.

Arriving back in the port from which we had lately sailed, old friends gathered around to congratulate us upon our timely rescue, whilst new friends also came and offered their kind sympathy. But foremost amongst them all was one, the dearest and kindest of friends, who with open heart and hand received us into his own family circle. The memory of the days spent there shall remain with us as the brightest and happiest of our lives.

THE EXPLORATION OF THE SEA.

BY CHARLES MINOR BLACKFORD, JR., M.D.

(*Continued from the December, 1898, number.*)

The time was now ripe for true exploration, for scientists all over the world became interested in the strange new universe of water. In 1851, Michael Sars, a Norwegian, published a list of thirteen species of living organisms from 300 fathoms. His son, G. O. Sars, aided the father in this work, and in 1864 he himself published a list of ninety-two species whose habitat lay between 200 and 300 fathoms beneath the surface. The collections made by these two have been of more service to science, though somewhat indirectly, than have many of ten times their size. For among those who saw them was Sir C. Wyville Thomson, and, gazing on those strange forms of

life, he found food for much reflection. A mind like his needed no second hint, and at once he interested his friend, Dr. Carpenter, then a vice-president of the Royal Society, and enlisted his influence with the Admiralty to such purpose that the gunboat *Lightning* was put at the service of Thomson and his ally. The craft was ill adapted to the work, but it was a beginning, and a cruise was made off the northern shores of Scotland in 1868. The main object of this cruise was to determine, if possible, the effect of pressure on animal life at great depths, and the results of diminution of light, besides a number of minor problems. The cruise was successful, despite the unsuitableness of the vessel. It was shown that life was abundant at 650 fathoms, and that consequently Forbes' zero did not exist—at least, anywhere near the depth suggested by him. The prevalent idea that beneath a certain level the temperature was uniform was found to be an error, and a distinct oceanic circulation was discovered, in which currents of water at 2° C. were found quite near currents of high temperature. Finally it was seen that a large proportion of deep sea forms were of new genera and species, thus opening a new world to the zoologist and botanist. Many of these new found organisms are identical with those of tertiary fossils or are sufficiently allied with them to explain some riddles and help clear up some of the problems of geology.

In the mean time a battle was waged over the organisms dredged from great depths. Among them were many *Rhizopods*, the most abundant being *Globigerina* and *Orbulina universa*. The first is a complex shell, like several spheres fastened together but communicating by a minute passage, to which the class owes the name of *Foraminifera*. The second is a tiny perforated sphere, through the holes in which the protoplasm can be protruded and withdrawn. In parts of the ocean, these are so abundant that their shells or external skeletons make a peculiar sort of mud, called an "ooze," that covers vast tracts. As this ooze is found in abysmal depths, far below the assumed limit of life, it was suggested that the organisms had lived on the surface but had sunk to the bottom after death. Specimens were forwarded to Professors Ehrenberg of Berlin and Bailey of West Point, but these two high authorities disagreed; the former holding that, as the dead *Globigerina* was much heavier than its bulk of water and there was no reason to think that life altered this, the probability was that they had lived where found; but Bailey held that they more probably lived at or near the surface and sank after death. With a view to deciding the point, specimens were submitted to Prof. Huxley from those collected by Capt. Dayman of the *Cyclops* in 1857, who inclined to the view that they lived where found, though admitting it to be far from proven.

The question was soon settled in a manner simple and conclusive. A telegraphic cable was laid in 1857 through the Mediterranean between Sardinia and Bona, off the coast of Africa. It failed completely in 1860, and the task of picking it up and remedying its defects was intrusted to Mr. Fleeming Jenkin, C. E., afterward Professor of Engineering in the University of Edinburgh. The cable had broken in seventy fathoms, but

the sea end traversed a wide submerged valley of nearly 2,000 fathoms. When this was recovered, it was found to be covered with marine growths, many of which must have fastened on the cable while young and grown to maturity on it. Now at 2,000 fathoms the pressure approximates a ton and a half per square inch, yet Prof. Allman, F. R. S., gives a list of fifteen forms, including the *ova* of a cephalopod, that had affixed themselves to the cable. The *ova* show, not merely that comparatively high organisms can survive this onerous pressure, but that they can fulfill the highest function of organisms, that of reproduction. M. Alphonse Milne-Edwards also prepared a paper and read it before the Academy of Sciences on July 15, 1861, in which he describes the organisms found on the cable below 1,000 fathoms. One of them was a hitherto undescribed coral, to which he gave the descriptive name of *Thalassio trochus telegraphicus.*

As soon as it was settled indisputably that the organisms dredged from on or near the bottom of the sea lived where found, Professor Thomson again brought pressure to bear on the Admiralty for a vessel with which to explore this new realm. Private means avail but little in such an undertaking, and governmental aid is essential, and it is a matter for congratulation that H. M Surveying Ship *Porcupine* was commissioned on March 18, 1869, and ordered to be equipped for deep sea dredging. The *Porcupine*, though small, was admirably adapted to its purpose, and her officers—Captain Calver, Staff Commander Inskip, Lieutenant Browning and Mr. Davidson—aided the scientific staff with an intelligence and zeal that went far toward making the cruise an unqualified success.

During these years a discussion was going on among biologists that was of the greatest interest, scientific and otherwise, to scientists as well as to many without that category. The researches of Pasteur, Lister and others had shown putrefaction, suppuration and fermentation to be due to the action of living organisms, and much interest was attached to the origin of these beings. A large school, led by Bastian, held that life could be spontaneously generated, and this they asserted to be proven by experiment. It was claimed that it was a logical necessity of the theory of evolution, and that the dogma "*omne vivum ex vivo*" was fatal to evolution as a complete system. Tyndall and other careful experimenters destroyed their claim to experimental demonstration, and the doctrine of "abiogenesis" was falling to pieces, when unexpected aid came to it.

In dredging at the bottom of the Bay of Biscay, Thomson and Carpenter found a soft, gelatinous matter that appeared to be alive. It was like protoplasm, but was capable of indefinite increase in size, was not nucleated, nor did it reproduce itself; but it was thought to eat, move, and be sensitive. Huxley had seen it in 1868; and, in 1872, Bessels obtained it on the unfortunate *Polaris;* but, on the other hand, the *Challenger* failed to secure it. Says Thomson:

"If the mud (containing it) be shaken with weak spirit of wine, fine flakes separate like coagulated mucus, and if a little of the mud in which this viscid condition is much marked be placed in a drop of sea water under the microscope, we can usually see after a time an irregular network of matter resembling white

of egg, distinguishable by its maintaining its outline and not mixing with the water. This network may be seen gradually altering in form, and entangled granules and foreign bodies change their relative positions. The gelatinous matter is, therefore, capable of a certain amount of movement, and there can be no doubt that it manifests the phenomena of a very simple form of life."

To this supposed being Huxley gave the name of "*Bathybius haeckelii*," and it was greeted with a flourish of trumpets by the materialistic faction. It was claimed to be inorganic matter in the very act of becoming organized, and to demonstrate that life was but a question of molecular arrangement. Huxley wrote a paper in support of these views, but the rejoicing was short lived. Biogenesis did not yield without a struggle, and a few experiments destroyed the *Bathybius*. It was noticed that it was seen only in alcoholic preparations, and it was next observed that when alcohol was poured into sea water a precipitate of calcium sulphate is thrown down that presents every appearance of the so-called *Bathybius*. The calcareous plates and other features that had been so carefully studied, and that had been so bewildering from their endless variations, proved to be accidental inclosures, and the mystery stood explained. As soon as Professor Huxley became convinced of his error, he admitted that he had been led astray and, in his discussion with Bastian, showed himself one of the staunchest advocates of biogenesis and did as much as did anyone to establish the truth that all life springs from life.

From this time, the seas have been thoroughly explored, and so many expeditions have gone forth that it is impossible to sketch each one, however lightly. There is one that is as yet unique in the annals of science and some mention must be made of it, not only because of the perfect manner in which those engaged in the cruise performed their part, but also on account of the thorough and scientific way in which the reports and collections have been utilized. This expedition is that of the famous *Challenger*.

The work of the *Lightning* and the *Porcupine* had thoroughly aroused the leading scientific men of England to the importance of marine life. The objections of the Admiralty, if any had existed, had been overcome, and, in 1872, H. M. S. *Challenger*, a corvette of some 2,300 tons displacement, was put in commission for a three years' cruise. She sailed on December 21, 1872, and returned on May 26, 1876. It is safe to say that no expedition that has ever sailed has added so materially to the world's stock of knowledge, both by destroying errors and accumulating truths. The expedition was under the scientific supervision of Sir C. Wyville Thomson, who also undertook the publication of the scientific reports after his return. The task proved too much for his strength, and failing health forced his retirement some months before his death, which occurred in March, 1882, an event that was lamented by the whole scientific world.

The University of Edinburgh volunteered to care for the specimens sent home from time to time, and as each consignment reached its destination the cases were unpacked and the contents examined and compared with the accompanying catalogue, after which the bottles and other containers were

replaced in the original boxes. It is convincing evidence of the great skill of the naturalists on board that of the thousands of bottles but three were broken, not a single specimen was lost, and very few suffered from leakage or from evaporation of the spirit in which they were preserved.

On the return of the vessel a question arose as to the disposition of the vast store of material, and whether the preparation of the reports should be confined to British naturalists. A liberal policy prevailed, and eminent men from all over the world co-operated in producing a set of reports that is a veritable encyclopedia of the sea and its coasts. The official reports fill forty-eight large volumes, of which zoology has forty; botany, two; physics and chemistry, two; the "narrative," three; and one is devoted to a general summary of results. This set seems to cover the ground quite thoroughly, but besides the reports the books, monographs and articles based on this celebrated expedition are fairly innumerable.

This cruise added to science fourteen new species of birds, 250 new species of fishes, thirty-two varieties of cuttlefish, forty-nine new species in one order of the holothurians or sea cucumbers, and thousands of new Radiolarians. Eight out of fifteen known insects that walk on water were found by the *Challenger*, and our knowledge of relationship between classes of organisms made much more complete. Indeed, the history of thalassography may be divided into two eras—before the *Challenger* and after it.

Were any description of later expeditions attempted this paper would be far too long, but the excellent work of American investigators cannot be overlooked. The Navy Department, the Coast and Geodetic Survey, the Fish Commission and individuals working in behalf of the Smithsonian Institution, have done admirable work that is equal to any done abroad, and private funds have supplied means by which much has been accomplished. Harvard, Yale, Columbia, Johns Hopkins and other colleges have working laboratories on our coast, or in the Bahama Islands, that rival the famous zoological station at Naples, and with the present interest in "the sea and all that therein is" the time may come when the boast of Pliny will be true.—*The North American Review.*

THE STOWAWAY.

The good ship *H*———, Captain B———, sailed on May 20, 1889, from the South West-India Docks, London, on a voyage to Melbourne, Australia.

When three days from London, and off Portland, in the English Channel, two lads were discovered who had stowed themselves away in the forepeak, amongst the coal; where for this time they had subsisted as best they could. As they pleaded not to be put ashore, but to be given a passage to Australia, they were put one in each watch.

It was a rule of the captain that no boy who had not been to sea before should be sent aloft, but, if any voluntarily went, the officers were not to stop them. Usually, an order being given, the first man

in the rigging went aloft to carry it out; and at times two would compete for the honor, and one had to be called down. The two stowaways were, however, constantly seen aloft, evidently wishing to win favor and to do something to pay for their passage; and one of them, who had given the name of Brown, was noticed to be particularly smart and active, as well as thorough in his work.

All went well for a time, nothing worthy the name of a gale having been met with, and the captain and his friends often thanked God that they numbered every soul that had left the shores of the old country. But on Wednesday night, July 24, the first blow approaching a gale was encountered from the S.W., which increased the sea and necessitated the shortening of sails, but it was not very severe, and soon blew itself out. About 7.30 a. m. of the 25th, all were alarmed by that dreadful cry at sea "A man overboard!" The tramp of feet overhead, as the men rushed aft to see if assistance could be rendered, assured all who heard the cry, and who would fain have persuaded themselves that it was a mistake, that there was horrid reality in it; and the captain's voice, heard as he descended the companion stairs,—"It's too late, boys, it's too late; you can do no good,"—told the solemn tale that a soul had passed away in a moment from this life. Where?

Who was it? Who was it? was now eagerly asked, and at last came the answer, "It was Brown!" the active, willing young stowaway. How did it happen? What about his soul? are questions that now crowd into the mind and arise to the lips. Who knew anything about him? Who had spoken to him?

The gale having abated, the order had been given, "loose the fore-royal" and Brown was soon in the rigging and on the yard-arm and the men stood ready, awaiting the further orders, to "sheet home," and "man the fore-royal yards," to hoist the yard into position; when a dark object was seen in mid-air between the yard and the deck; then a "thud" on the weather rail, and poor Brown was thrown dead and "all of a heap" into the sea.

He had commenced to loosen the gaskets, and, it would seem, had found that the outer weather gasket which he supposed was loose had still one turn at the yard-arm, and had returned to the yard-arm to clear it, when the ship rolled to windward, and by some means he slipped. A slip, a fall, a thud, a plunge, and ETERNITY!

The black quartermaster, who stood, as usual, on the weather side, saw the poor fellow in the water soon after he fell, and knew by his position in the water that he was dead. "But," he said, with quivering lip and tears in his eyes, "I couldn't help giving him a life-buoy, which I threw just before him as he passed, but there was no movement; his head hung downward, and under water." A life-buoy to a dead man! What use? But who blames the quartermaster?

The captain was ready to heave the ship to, and there were willing hands and stout hearts to lower and man a boat to get the poor fellow aboard again; but what was the use to a dead man? He had come on board with all he possessed on his back; and he went overboard with several things that his messmates—a kind-hearted set of fellows—had supplied him with. Did he leave anything behind?

Yes, a New Testament and a pocket-book. The latter showed his name was Pearce, and not Brown; and the Testament had several Scriptures marked. His companion stowaway said he had a widowed mother living in Barnsley, Yorkshire.

Leaving the enquiries Why was he in London? Why did he try to get a passage to Australia in such a way? we would rather ask here, had he believed the Scriptures marked in his Testament? Here are some of them:

"These things are written that ye might believe that Jesus is the Son of God; and that believing ye might have life through His name." (Jno. xx: 31).

"By Him all that believe are justified from all things, from which ye could not be justified by the law of Moses. (Acts xiii: 39).

"If thou shalt confess with thy mouth the Lord Jesus, and shalt believe in thy heart that God hath raised Him from the dead, thou shalt be saved." (Rom. x: 9).

"If thou canst believe, all things are possible to him that believeth. Lord, I believe, help Thou mine unbelief." (Mark ix: 23–24)

"I believe that Jesus Christ is the Son of God." (Acts viii: 38).

"If ye believe not that I am He, ye shall die in your sins." (Jno. viii: 24).

"He that cometh to God must believe that He is, and that He is a rewarder of them that diligently seek Him." (Heb. xi: 6).

Who marked these Scriptures? And did he believe them? Was the order in which they are placed in any wise his experience? Did he believe that Jesus was the Son of God? or, did he die in his sins? These questions must be left to Him who alone "knoweth them that are His."

But, my reader, what about yourself? Do not solemn reflections arise in the heart from the foregoing? Have you received that which is preached unto you through this Man?* Have you believed what is "written in order that you might believe that Jesus is the Christ, the Son of God?" Have you come to God believing that He is, and that He is a rewarder of them that diligently seek His grace? Have you sought Him thus? Have you found Him? Do you believe that Jesus Christ is the Son of God, or are you still in your sins? Remember that forgiveness of sins is preached through this Man, and through Him alone. You are either in your sins, or you are not. Which? Your sins are either upon you or they were laid upon the Sin Bearer as your substitute, near two thousand years ago. Which is it? If death come suddenly upon you; if a slip and a fall should end thus with you, how would you die?

Die! Think, my reader, you are even now living or dead! Which is it? Answer, we beseech you, before God. Settle the question now; lest that come upon you which is spoken of in the prophet, "Behold, ye despisers, and wonder and perish, for I work a work in your days, a work which ye shall in nowise believe, though a man declare it unto you." (Acts xiii: 41).

But if dead, with the black quartermaster we say we can't help giving you a life-buoy. Only there is this difference, the life-buoy we bring to you imparts life. This is the hour in which all that hear the voice of the Son of God shall live. Have you, Oh! have you heard His voice? We beseech you, dear reader, leave it not to a dying moment,

* Acts xiii: 38.

or until a sudden and unexpected summons call you hence. Now His voice is speaking dead souls into life. Now and here His word is proclaimed, that word by which He now speaks. Now you have opportunity of putting yourself in the way of learning the word!

Dead, spiritually dead by nature, you are, and drifting on past your opportunities and into eternity, but we throw you the life-giving, not merely life-saving, life-buoy. Oh, clutch it with the firm grip of faith, and put yourself safe in the bosom of that Lord who, you will thus learn, loved you and gave Himself for you.—*G. J. S.*

REPORT OF THE COMMITTEE ON SEAMEN'S ABUSES, PORTLAND CHAMBER OF COMMERCE.

[The SAILORS' MAGAZINE for years past has been the repository of arguments, facts and official action in regard to the treatment of sailors in port and the methods employed in shipping them. The following report not merely goes on file in its pages for future use, but it will prove a present stimulant to thought and action in many a port where the fight against the crimping evil needs recruits. A sea-captain was told in a Pacific port by a brutal crimp "I run this town; I elected the mayor." When the captain repeated his remark to one of the town's best citizens, the reply was "Well, I guess he's about right." The Portland Chamber of Commerce is to be congratulated on the thoroughness and ability of the report, and also on its plainness of speech. Now let action be hot as well as the words.

The chairman of the committee is the president of the Portland Seamen's Friend Society. ED.]

To the Portland Chamber of Commerce:

Gentlemen: Your Committee on Seamen's Abuses desire to make the following report:

The term of office of the present members began with January of this year, but to make the report more comprehensive and clear, we include in it the grain-shipping season of the whole year ending July 1, 1898.

Our fleet of foreign-bound sailing vessels, for the year ending July 1, 1898, comprised 133 vessels, classified as follows: British, 105, German, 18, Norwegian, 5, French, 4, Russian, 1.

And the following list, showing number and disposition of seamen on sailing vessels, was furnished us by the several consulates:

Number of British seamen arrived, 1,536, German, 412, Norwegian, 124, French, 84, Russian, 26, total, 2,182; British seamen deserted, 649, German, 104, Norwegian, 13, French, 8, Russian, 4, total, 778; British seamen discharged, 76, German, 5, Norwegian, 5, French, 5, total, 91; British seamen shipped on all vessels, 729, German, 103, Norwegian, 18, French, 8, Russian, 4, total, 862.

Percentage of desertions to number of seamen: British, for six months to January 1, 1898: seamen, 846; desertions, 323; per-

centage, 38 18. For six months to July 1, 1898: seamen, 690; desertions, 326; percentage, 47.25. The increase during the last six months was 24 per cent. Total desertions from British ships during year 1897, 396. Total desertions from British ships during six months of 1898, 326.

For year ending July 1, 1898: German, 412; desertions, 104; percentage, 25 24; Norwegian, 124; desertions, 13; percentage, 10.48; French, 84; desertions, 8; percentage, 9 52; Russian, 26; desertions, 4; percentage, 15.35.

The term "deserters," used in this connection is a misnomer. It would very properly be "concentrados," because instead of deserting these seamen in nearly every instance were decoyed, or by threats and intimidations were forced from their vessels by a syndicate of crimps styled sailor boarding-house keepers; and this too often with the knowledge and consent and even the connivance of captains and owners, who adopt these dishonorable means of voiding contracts usually made for three years, and thus profit by the forfeiture of the entire wages of the seamen, instead of discharging them by mutual consent and payment of wages due. After their capture the seamen were "detained" in the so called boarding-houses until sold to departing vessels.

The monthly reports of seamen's officer R. M. Stuart, while stationed at Astoria, enable us to present some exceedingly significant figures, showing the amount of "ransoms" paid to the syndicate for these seamen concentrados by vessels needing their services on leaving our port.

Of the 133 sailing vessels mentioned, we have definite reports of 117, as follows: 11 lost no men while in port; 3 shipped 24 men outside of the syndicate; 104 (including one steamer) shipped 803 men through the syndicate of crimps.

Of the 803 men, the syndicate received for 691 \$55.00 each, . .	\$38,005.00
And for 112, prices varying from \$65.00 to \$107.50, ...	8,898.50
Of the whole number of 862 men shipped in this port, there are 35 of whom we have no record; but, assuming that of these the syndicate shipped the same ratio as in the foregoing, then we may add 34 men as shipped by it, and we will say at the minimum price of \$55.00 each, ...	1,870.00
Add to this a sum approximating . . . for watchmen, at \$7.50 per day each, which the syndicate charges each ship for watching its own men, and we have the heart-sickening sum of .	2,500.00
	\$51,273 50

which the syndicate took from these seamen for decoying, enthralling and selling them in this port of Portland.

And, besides these items, your committee is advised of other sources of revenue derived from these seamen by the syndicate, the amount of which no man knoweth.

The whole thing is an unnecessary, inexcusable and monumental outrage, without a scintilla of justification, and, considering all the circumstances attending the means used and the methods employed in filching this sum of money from

these seamen, it has few parallels in the annals of crime; and if the perpetrators of it were sentenced for this one year's business, as our statutes contemplate, 1,000 years each of imprisonment would not expiate their crimes.

Such are the direct results of seamen shipments in this port for one year. But there is another chapter to be added. All deserters forfeit their entire accumulated wages, and by as careful an estimate as we are able to make, considering wages paid, time for reaching ports of destination and final arrival in Portland, the forfeited wages of these misnamed deserters, almost all of whom were literally taken from their ships by the syndicate of crimps, amounts to but little less than $50,000, making substantially $100,000 of which these visiting seamen have been robbed and despoiled in one year in this highly civilized and Christian city. And while we may truthfully charge it upon the syndicate, still, is it not true that an enlightened public conscience will hold us as a community responsible for the existence in our very midst of a system of brigandage so flagrant and inexcusable, and which can be and should be stopped at once and forever?

The work of this Chamber of Commerce at Astoria, through its officer, R. M. Stuart, deserves and has received special commendation. Many captains have expressed their high appreciation of your efforts in behalf of seamen and the shipping interests, and you have the gratitude of many a seaman, who, plundered of everything by the syndicate, and put on board with an apparel too scant for even a summer outing, and much more so for the rigors of a five months' ocean voyage, have through Mr. Stuart's efforts been supplied with a seasonable and sufficient outfit and other minor comforts, and for which the syndicate was compelled to pay.

So completely were the crimps driven out of Astoria and their power broken, that a vessel could lay there for any length of time without losing a man, and that same vessel on coming to Portland would have all or nearly all of her men taken from her within 36 hours.

The work at Astoria simply shows what can be done, when the people determine it shall be done, and when politics and political patronage are not used in the appointment of an inexperienced and improper officer.

Comparatively few in this community have a comprehensive knowledge of the character and condition of seamen, and the duration and extent of the crimes and abuses which have been perpetrated upon them in this port; and we deem this a proper occasion to present the public some information on the subject.

Seamen, the most of them, and like the most of us, come from the middle classes, and their occupation makes them a unique and in many respects a distinctive class of men, who really have few interests in common with landsmen, but they are a mighty factor in the progress and development of commerce.

The world's 30,000 seagoing vessels, with their nearly 30,000,000 tonnage, conveying the world's exports and imports of nearly $20,000,000,000 annually, are entrusted to the active portion of some 3,000,000 sailors, whose instances of unfaithfulness in danger or other emergency are surpassingly rare. Surely the men to whom

such vast interests are committed are worthy of your friendship and solicitude.

We on land are prone to regard them as "weak and worthless," because we see them at their worst, occasioned largely by our assigning them on shore to the custody of the "strong and the vicious," by whom every engine of Satanic power is geared for their destruction. It is well, however, to change the point of view in estimating worth. So, reverse positions and we take our place beside them on their native element, with groaning vessel, shattered mast, and shredded sails, when everything seems passing away beneath us; then we see them at their best; and then, too, we will realize that the most weak and worthless and pitiable object on land or sea is a landsman on shipboard in a gale. And often it is that the sailor's life is the sacrifice which insures our safety.

What chance is there for the sailors to exhibit or develop their better character in Portland, where, friendless and practically helpless, we, who should be their friends, ignore them and commit them to a ceaseless deck-sweeping tornado of rascality and violence, against which they have well-nigh ceased to struggle in Portland, finding no eye to pity nor arm to save? Rightly considered, is it not a humiliating fact, that if the sailors treated us on the sea as we treat them on the land, never an embarking landsman would reach the other shore?

Under the social and Christian influences throughout the world, especially of the last twenty years, the character of seamen has improved very much, and authorities on the subject tell us that "as a class they compare favorably with any other class of men." Their life has so much of exposure and hardship in it that they take them as a matter of course. It is said of them: "They are brave, brawny, true and generous, cordially sharing their last possession with an unfortunate friend. They suffer and are silent and strong. They suffer and do not know it is suffering, are brave and do not know it is bravery; are often heroes and do not know it is heroism. The deeds of the common sailor often give us a glimpse of an ideal humanity and of Him who laid down His life for His friends; and finally, for weal or woe, they are to take a larger part in molding civilization and shaping national life and character."

About twenty-five years ago, under the leadership of one James Turk, there began in the city of Portland that system of tyranny over deep-water seamen and our seaward interests which has persistently sought ever since, with varying success, to dominate our port. The system was born in iniquity, has been fostered by greed, and sustained by the ill-gotten gains of criminal practices upon seamen, until its cup of iniquity is full and overflowing. Throughout its whole career laws have been violated, courts defied and visiting seamen and their inherent and law-given rights ruthlessly outraged and trampled under foot by these demons of the beach.

The inhumanity and cruelty of James Turk toward seamen has never been denied by men who knew him, and the spirit of their great progenitor has largely animated his successors in the business even to the present day. On ship and on shore, by night and by day, cupidity, deceit, falsehood

and brutality have ever been the stock in trade of the members of this profession. Man's inhumanity to man in most virulent form seems to have found expression all these years in our sailor boarding-houses; and the heartless processes by which seamen visiting this port were robbed of hundreds of thousands of dollars of hard-earned wages, bringing untold hardship and suffering to many, many fathers, mothers, wives and children, fill all lovers of their fellow-men with sadness and righteous indignation.

These sailor boarding-housekeepers, while usually correct from policy in their dealings with, and even gentlemanly toward our townspeople, in the pursuit, control and barter of their sailor victims they will assume any virtue, practice any vice or commit almost any crime. In the characterization of the business and its promoters, language can scarcely do violence to either taste or propriety. The vernacular of the beach the world over designates them as land sharks, beach-combers, sailor-stealers, shanghaiers, demons of the beach, crimps, pirates and thugs, as fittingly expressive of their occupation.

Many sailors fall an easy prey to these men, but few willingly; and he who refuses and resists their overtures is sleuth-hounded on deck, in forecastle and on shore; threatened and intimidated by principal and pal, until, in an unguarded moment, he finds himself in possession and power of a master who knows neither mercy nor justice, and absolute submission is the price of exemption from bodily violence. Once in the crimps' den he is made to give up money, clothes and other possessions, and is as completely enthralled during his stay in this port as if absolutely manacled; and he goes not hence until he has parted with the uttermost farthing his bodily services will command in this market.

So complete a tyranny as exists in our port has few parallels in modern history, and would seem to be impossible in a Christian community; for they stop not with their barbarous practices upon seamen, but woe betide the captain who ignores these men and refuses them on board his ship. His men usually vanish like morning dew, and when he seeks others the "boycott is on," and if he be able to secure a crew elsewhere, grossly perjured charges of any nature will be preferred against his sailors, his vessel or himself, to work detention of the vessel and bring final submission to their terms. Consuls interposing are insulted and defied. Charterers and agents, all of whom heartily condemn these men and their practices, feel constrained for obvious reasons to accept tentative rates from them to avoid embarrassment and possible temporary loss, which, while it soothes the trouble for a time in a commercial sense, only increases the hardships and losses of seamen, by fortifying the syndicate in its nefarious business and enlarging the sphere of its iniquitous influence.

European journals have often classed our port as one of the worst in the world; and only recently it was pronounced as bad as Callao, which comparison should completely fill our cup of humiliation, if not of bitterness.

Spain has cost us many precious lives and countless treasure, but it was while in Spanish lands we were lifting the hand of inhumanity from an oppressed and tyran-

nized people. And lo, these many years the citizens of Portland have permitted the heavy hand of inhumanity to rest relentlessly upon the often weak, almost defenseless, and usually inoffensive seamen who sojourn for a brief period in our beautiful city; and we need not be surprised that our English maritime friends see in it all many distinctively Spanish characteristics.

We are satisfied that every honorable owner whose vessels reach this port; and the worthy captains, some of whom are the peers of any men in excellence of character; consuls, agents, charterers, all of them, detest the whole business, and only yield temporarily to the seeming inevitable, and will right heartily welcome any determined effort on the part of this chamber, the commercial representative of our community, to take this whole business out of the clutches of rapacity and violence, and place it on the same plane with other honorable occupations and commercial pursuits. Certainly, it is true, in the final analysis, that no commerce, or commercial advancement or supremacy, is worthy the name or can prove a blessing, which is built upon the traffic in the bodies and souls of our fellowmen.

There was a time when the people of America acquiesced in taking the black man from his native bush and selling him into slavery, against the law of conscience and of God; but there came a day in the providence of God when this system went to its doom; and, while the stain of it remains to humble and vex us, African slavery ceased to exist forever. Nearly all of the characteristics of cupidity, cruelty and crime which found expression in slave trade, are present in the sailor trade in Portland to-day, and citizens of Portland are acquiescing in it; but there will surely come a day in the providence of God, and why not now, when this iniquitous system shall also go to its doom before the avalanche of an awakened conscience and an enlightened public opinion.

Fellow-citizens, take these our fellowmen from their present "gall of bitterness and bond of iniquity," and lift them upon the platform we ourselves occupy, in the possession and exercise of inherent, God-given rights, such as every other class of men enjoy, including the right to hire themselves to whom they will and to possess and control their own earnings, of both of which they are now deprived in this port, and you will win their everlasting gratitude, and subserve your own best interests.

Enforce the laws against owners, masters, crews and sailor boarding-houses, and see to it that the contracts entered into on the part of vessels and crews are fulfilled so far as possible. Owners, masters and seamen are accustomed to obeying laws and regulations in British waters, and self-interest and self-protection will prompt them to obey our laws and regulations if we are intent upon their enforcement. Meet vessels on entering the Columbia river, and impress upon the captains the necessity of retaining their men—except for good and sufficient cause—in accordance with contracts, and to treat them in a manner which will enable them to stay. Do this, and protect the men from the crimps and we are assured there will be few desertions in this port; hence, few men to be shipped on outward voyages Give the seamen also to understand that they too have ob-

ligations to discharge, and any attempt to evade them will be dealt with effectively. See to it that such sailors as are shipped have proper treatment, and visit the ships before their leaving and have an accounting with the men, and see that all settlements have been properly made and that seamen have not been swindled, as is invariably the case now.

These accomplished, the present piratical embargo will be raised, and ships will come in confidence and will depart in peace, bearing our products untrammeled to the sea. These reforms can be largely realized, if we abate not one jot or tittle in the enforcement of rigorous measures against the crimps; for those who are the head and front of all offending are few, and they dare not and will not face the searchlight of public investigation and reform.

In conclusion, your committee desires to say that this matter has not been brought before you and the public from personal animosity toward any man, however bad; but simply and earnestly to press for the abolition of a system which has become so intolerable that we ought not and must not longer temporize with it. Wars have been declared and fought out for outrages upon foreign citizens, on less provocation, it seems to us, than we give England and other countries many times every year in the treatment of their citizens, and it ought to be a subject of inquiry and remedy, under the treaty and comity of nations.

If an American sailor, assaulted in the streets of Valparaiso, is entitled to the intervention of his government, and an indemnity, then, logically, an English or other sailor who is assaulted, impounded, sold and robbed in Portland, is also entitled to the intervention of his government, and an indemnity.

Finally, in the endeavor to discharge our whole duty, we make the following proposition:

Give us the officer of our choice under the seamen's law, and give us your endorsement, moral support and reasonable financial aid, and, relying upon the justice of our cause and the courts, we will undertake radically to reform the methods of the syndicate of crimps, drive them out of town, or put them in the penitentiary. And your committee will eagerly enter upon the task, believing that, under a sense of the bitter insult and injury this community has sustained through the inhuman practices upon these visiting seamen, we will receive such a support from our fellow citizens as will compel success in the undertaking.

For surely God reigns, and Portland's sense of justice still lives.

Respectfully submitted,

E. QUACKENBUSH, *Chairman.*
R. LIVINGSTONE,
T. J. ARMSTRONG,
B. LAMBERSON,
H. M. CLINTON,
Members of Committee.

Not the Rock, but the Sea.

"It is not your rock that ebbs and flows," says Rutherford, "but your sea." Conditions are continually changing—these are like the sea; the Rock remains stationary, for the Rock is Christ. Faith finds its firm foundation, and hope its grandest inspiration, and immortality its surest guaranty in the changeless Christ. The thought which brings to the mind its most real restfulness and to the soul its loftiest courage is this—"Jesus Christ the same yesterday, and to day and forever."

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Japan.

YOKOHAMA.

The Rev. W. T. AUSTEN writes on October 13, 1898:

Number of American ships in port since last statement, 8, all others, 267; religious services held in chapel, 30, on shipboard, 18, in hospital, 5, elsewhere, 22; average attendance of seamen at religious services, 11, of others, 2; religious visits to hospitals, 20, on ships, 485, in boarding-houses, 34; bundles of reading matter distributed, 83; number of seamen frequenting the reading rooms, 1,790, using the *Gleaner*, 487, attending magic lantern meetings, 179; funerals officiated at, 7.

Italy.

GENOA.

The Rev. JAMES PAUL writes on October 22, 1898:

As Mr. MILLER'S *locum tenens* I have become familiar with the work done in connection with the Free Church Harbor Mission, and I desire to bear testimony to the excellence of that work. My wife and I have been frequent visitors at the Sailors' Rest in the course of every week of our stay in Genoa, and we have found that under the earnest and assiduous care of the missionary and his wife, captain and Mrs. CLUCAS, all departments of the work are in a flourishing condition.

On Sunday evenings the mission hall was usually well filled, sometimes packed, with a quiet and eager audience, making it an unspeakable pleasure for me to preach the gospel to them. One evening, for instance, there were well nigh one hundred sailors present, and, in addition, five captains with their wives and daughters, and a sprinkling of residents whose sympathies are with the mission. The Tuesday evening prayer meeting was well attended. The problem nowadays is how to make the week-day prayer meeting a success. There is no such problem in connection with the Sailors' Rest prayer meeting. At least we saw none. We made it our endeavor to be present at the Tuesday meetings as often as circumstances permitted. As on Sundays, my wife led the praise on the organ and I preached the plain and free gospel of God's grace to the weather-beaten seamen, and they always came in good numbers.

Of course we tried to make all the meetings as bright and enlivening as possible by having plenty of singing, and the prayers and Scripture readings and addresses brief. Sankey's Sacred Songs and Solos are invaluable for such meetings. It did one's heart good to observe how a simple hymn with a rousing chorus, and accompanied by a pleasant-toned organ, was sounded forth by the sailors. They seemed to sing with the spirit and with the understanding also. The social gathering on Friday evenings is always opened by the singing of a hymn and offering prayer, and an endeavor is made—and not without success, it appeared to me—to have all that passes in keeping with the divine aim of the mission.

In view of all I have witnessed, both within and outside the Genoa Sailors' Rest, I am convinced that this counsel and this work is of God and will not come to nought. Of no Christian agency can any one say with more assurance that its fruit is unto holiness and the end everlasting life.

Captain CLUCAS writes on October 25, 1898:

I have made the last quarter 496 visits to British ships only, and among the men I meet a few American seamen whom I have invited to the Rest. They seem pleased when I tell them that we are a branch of the American mission to seamen. We sometimes have in our congregation visitors from America, and they too are pleased that we are identified with the AMERICAN SEAMEN'S FRIEND SOCIETY. In connection with my visits we have held 53 meetings, attended by 1,786 persons, ninety per cent. being seamen, and 1,159 seamen have attended the reading room and billiard room. They have spent the evenings in reading the different papers and amusing themselves with the different games provided. There have been 979 letters written, received

and posted; I have distributed among the different crews 565 illustrated papers, magazines and SPURGEON'S sermons, and have put 27 parcels of instructive literature on board for the use of the men; I have paid a few visits to the Protestant hospital and spoken to and prayed with the sick and dying. Some could trust Christ, while others believed all concerning Him but had no love for Him. As to the spiritual good that the men have received I cannot tell, but the fact that so many men have attended our mission after a hard day's and week's work in a tropical sun, and the thermometer at 86 in the rooms in which we hold our meetings, speaks for itself. We had in one week 350 in the Rest, and those are men at work on board their ships in the day time, as there is seldom a ship's crew paid off here. Many that visit the Rest and see the character and nature of the work say that the mission is doing a good work.

India.

BOMBAY.

The Rev. F. WOOD writes on October 22, 1898:

I have always read and enjoyed the interesting reports written by my good and now glorified namesake, brother WOOD, of the Navy Yard. In fact, all the reports are as interesting as any other portion of the Magazine. Only a little while ago an officer on picking up the Magazine in our reading room, and perusing it, was delighted to find a report by the missionary of one of the Pacific Coast ports; and he spoke very highly of the missionary and his work, and of the happy time he had spent there.

Our port has suffered severely through the plague, and it is calculated that it will take a decade to bring back the former glory to the place. It has at times hindered us in our work. Oftentimes no communication has been allowed between the vessels and the shore; and the men have been refused permission to go ashore and we have been forbidden to conduct services on board. It is a great cause for thankfulness that there has not been a case of plague among the European seamen in the port. This is remarkable when we take into consideration that when allowed ashore Jack in the majority of cases frequents the lowest and worst parts of the city; and that when the plague was at its heighth hundreds of coolies employed in loading and unloading vessels died of the fell disease. The prospects are dark indeed; the plague does not seem to be relaxing its hold; on the contrary it is spreading to all corners of this vast empire of nearly four hundred million people. There can be no doubt that this visitation has impressed many with regard to eternal realities, seamen among them. God has blessed His word, and a large number, we are led to believe, have been led to forsake sin and serve God. The fallacy of strong drink being a preventative against plague was by some promulgated, and many were glad of the excuse to drink, and seamen were not behind in this. This theory has been "knocked on the head," and a goodly number have signed the pledge. To this end we are holding temperance concerts every alternate Saturday evening. These are most successful. A pleasant couple of hours are spent with singing, readings, recitations and instrumental music, finishing with a gospel temperance address.

Through serious ill health I had to part for a season with my wife and family, who upon urgent medical advice have gone to our Canadian home after an absence of ten years in India.

I have just come out of our weekly gospel tea meeting. It was a blessed time and hallowed with the presence of the Holy Spirit, and one at least was helped into the kingdom of God.

The weather is extremely hot, as is usual after the monsoons, and we anxiously look for the thermometer to decline and for cooler times.

Number of ships in port since last statement, 71; religious services in chapel, 32; average attendance of seamen at religious services, 20, of others, 12; religious visits to hospitals, 10, on ships, 123; Bibles and Testaments distributed, 23, tracts, &c., 512.

Argentine Republic.

ROSARIO.

Capt. F. ERICSSON writes on October 17, 1898:

To keep the work going has been a great struggle both as regards the work of our own hands and financially too, and I am rather discouraged when I look forward to the coming hot weather, but my dear wife and myself are trusting in

God and leave all in His hands. To carry on the mission part of the work as it should be done would require the whole time and work of one man, as there is so much visiting and tract distributing that could be done among our beloved sailors.

At our entertainment on July 14 the British consul, Mr. MALLET, delivered a stirring address in which he dwelt with much force on the good work done by the Home to our seafaring brothers and very earnestly appealed to the public to help on this good work. He then read the seventh annual report, after which we proceeded to have tea and cakes, and a very pleasant and enjoyable evening was spent. At 10 30 p. m. the entertainment was over and the sailors expressed their regret at its termination.

Services held in the Home, 41; visits to hospitals, 19, on ships, 145; tracts and magazines distributed, 2,450; parcels of reading matter given to sailors leaving the port, 80.

Madeira.

FUNCHAL.

The Rev. W. G. SMART writes on October 27. 1898:

In consequence of the war the American training ships did not come here as usual this summer. We have had four German men-of-war and the men have used the Rest. I always notify the captain of every man-of-war. The large mail steamers to and from the Cape of Good Hope are regularly visited and many tracts and periodicals are given away and very seldom refused.

At Ports in the United States.

New York.

NAVY YARD.

The Rev. G. B. CUTLER writes on December, 1 1898:

Drafts of men to newly equipped ships of war (such as the *Buffalo* with her company of over seven hundred souls, and the *Chicago* with three hundred or more) have drawn heavily upon those whose faces were most familiar, whose expressed desire to live for Christ had so often inspired our heart. We have conducted nine well attended meetings on the Cob Dock and one each on the *New Orleans*, *Mayflower* and *Texas*, and a partial result is that just one hundred men expressed publicly their determination to live for Christ, asking the prayers of God's people in their behalf. During the month we have also conducted ten other public services where largely the attendance comprised seafaring men, at the Sailors' Home, at the Mariners' Church and at the Catherine Slip Mission, at which places we were pleased to speak to over twenty men seeking the Saviour. May we not forget in our prayers these one hundred and twenty souls tremblingly feeling after God's safe-guiding hand.

Among those whose heart God touched deeply, leading him to repentance at one of our ship services this month, is the son of a well-known Christian home and a cousin of one of the most prominent Christian evangelists of the century, proving that wherever we stray the Father follows calling us back to Himself.

God bless the gallant young sailor who alone in a crew of four hundred and more men on one of our ships has held the fort for Christ. His captain recently commended his worth to his shipmates. It was my pleasure not only to hear of this true disciple but to meet him and hear his own modest testimony on cross-bearing for Jesus and the comfort resulting to his soul.

The conversion of young ——— in one of our recent meetings, the prostration of soul in view of his sin, and his sobs of penitence suggested scenes of a more remote evangelism like the days of FINNEY and NETTLETON.

God is with the AMERICAN SEAMEN'S FRIEND SOCIETY at this point and is blessing their representative. We need not perhaps speak of the hundred or more private talks with young sailors here in which they opened up their hearts, nor of the tracts and books, several hundreds of which have been given by us this month to the men of the navy. Surely God is widening our service and it is evident that our Society and its friends are praying for us. Some smaller ships have no organ; a portable one here would be a blessing to hundreds of men.

South Carolina.

CHARLESTON.

Just as this Magazine is going to press tidings of the death of the Rev. C. E. CHICHESTER our chaplain at Charleston, reach this office. He was born in Potts-

ville, Pa., on June 12, 1834, and died on December 9, 1898, in Charleston.

Mr. CHICHESTER began his labors as a chaplain on January 20, 1884, having been summoned to labor among seamen by the Charleston Port Society. In this work he was exceptionally useful, making the Home attractive to sailors, the religious services helpful and inspiring, and doing much for the cause of temperance among seamen. Mr. CHICHESTER received his theological training in the Presbyterian Seminary at Columbia, S. C. He was an able preacher, highly esteemed as such by the Charleston pastors, and acceptable in their pulpits. For some years past his health has been undermined by a disease that threatened to end his life at any moment, but he bravely continued at his post of duty.

At his funeral service in the Second Presbyterian Church most of the city clergy, the mayor of the city, representatives of the Sons of the Revolution, of the Port Society, and of the Knights Templar, were present. One of the hymns chosen by Mr. CHICHESTER to be sung at his funeral was "Oh could I speak the matchless worth," written by a converted sailor, and he left a written request that "the choir should sing it with a *crescendo* movement in the closing lines, with a *forte* and full organ, and with trumpet stops out at the closing words "triumphant in His grace."

The AMERICAN SEAMEN'S FRIEND SOCIETY laments his loss to the sailor-world, but rejoices in the "grace" that saved him and made him the means of saving many.

Florida.

PENSACOLA.

Mr. H. C. CUSHMAN writes on October 1, 1898:

Before starting on the Thursday and Saturday visits to seamen I go aloft to the roof of my residence for a lookout, to observe the vessels at the various wharves; afterwards I fill my pockets full of tracts (printed in twelve languages), and Testaments with Psalms (in eight languages); besides these I carry in my arms a large bundle of religious magazines and papers. I never forget to carry within my heart a silent prayer for guidance in the hand to hand distribution. I was glad to receive a double supply of the SAILORS' MAGAZINE. I know they are appreciated by all; fishermen and sailors ask often for them and look forward to their reappearance.

Religious services are held in the chapel regularly every Sunday at 3 30 p. m., and at 7.30 p. m. on Thursday. Just after the Sunday service I go to the county prison and have an hour's worship with the prisoners. Last Sunday as I entered the prison there stood before me, along with the other prisoners, a ship's crew of fourteen Scandinavians who were held for mutiny. It seems that they signed for Pensacola and Montevideo, but the vessel changed her destination from Pensacola to Rio Janeiro, Brazil. Norwegian law does not compel a sailor to go to a port where yellow fever exists. These Norsemen coming from a higher latitude which would render them more susceptible to yellow fever, though a telegram announced that no yellow fever prevailed at the time, were afraid to go and so were paid off and discharged. Each one took off his cap and shook hands with me for preaching to them. The oldest of this crew reshipped with the same captain, as he had been on the vessel so long he would risk the yellow fever rather than leave.

I have seamen in my Bible class, preach to them every Sunday, and if any are sick or in prison I visit them.

One afternoon in the Marine Hospital I went to the bedside of Captain C. B. FANT and asked how he was feeling. He answered "Oh, I am in bad shape." I took his emaciated hand and said "Captain, may I pray for you?" "Yes, certainly." On opening my eyes he told me he loved to have me pray with him.

A few days ago I stood at the bedside of an Irish seaman who seems to be possessed with the demon of drink. This man asked for a pencil and paper and he wrote an address. "That is my brother, a cashier of a bank. I have a home there, and money in the bank; write to him if I die, for I feel I shall." Just across the ward from this man was an aged seaman with consumption; he complained of having to suffer so much, and so long, and said "this tends to harden me;" "that," I replied, "is contrary to God's purpose, for He wants to soften and make you love and trust Him. God loves you, and now you must love God and all will be well with you."

From the port of Milton, Fla., a town twenty miles away, we receive regularly from Mrs. W. J. KEYSER large bundles of the New York *Observer*, a good paper for seamen, or anybody else. We also re-

ceived from the King's Daughters in that place a box of comfort bags with Bibles and Testaments, together with small stores for seamen. The Christian Endeavor Society of our city gave us five dollars, Mrs. ADDIE GARFIELD gave us a large number of magazines; while writing this, Mr. CHIPLEY JONES, a bookseller, has just sent us six dozen new magazines. The ladies of the Episcopal Church furnish us with that excellent paper *The Churchman*. The Methodist and Presbyterian ladies from time to time furnish us their church papers; these with 25 copies of the SAILORS' MAGAZINE, 17 copies Bible Reader, 10 copies *Christian Observer*, 10 copies *Christian Herald*, 10 copies each of the *Children's Friend* and *Pearls for Little Ones*, and a miscellaneous supply of others. The Rev. E F. MUNSTER, Belfast, Ireland, has made us the third gift of those valuable tracts for the unconverted, written in thirteen languages. So the printing press is doing what my tongue fails to speak. Mutual friend P. P. WAHLSTEDT, of Lorin, California, sends us regularly 100 copies of the *Gode Nyheder* (*Good News*). We are thankful for these gifts of literary food. Five gentlemen belonging to our Society furnish ice, lemonade, cakes, &c., for the summer evening entertainments; also coffee, cake, &c., for the winter evening musical and literary meetings. So much for the bodily refreshments, but we are praying and striving for Him who is the bread of life and will nourish our souls unto everlasting life.

Number of American ships in port since last statement, 8, British, 53, all others, 37; religious services held in chapel, 25, elsewhere, 13; average attendance of seamen at religious services, 9, of others, 5; religious visits to hospitals, 25, on ships, 135, in boarding-houses, 130; Bibles and Testaments distributed, 40, tracts 611, papers, 568; libraries loaned to vessels, 1; temperance pledges, 4.

Alabama.

MOBILE.

The Rev. R. A. MICKLE writes on November 4, 1898:

Number of American vessels in port since last statement, 6, all others, 63; religious services held in chapel, 8, in hospital, 12; average attendance of seamen at religious services, 16, of others, 9; religious visits to hospital, 13, on vessels, 76, in boarding-houses, 35; Bibles distributed, 3, and very many books, magazines, papers, and French, Norwegian and Chinese tracts; 10 special requests for prayer.

In addition to the above statistics, the chaplain would gratefully record various acts of beneficence performed during the month; e. g., one-quarter ton of coal from Mobile Coal Co.; good second-hand clothing donated to the indigent; meals furnished to the hungry, and care given to the sick, and good books, magazines and papers sent to the reading-room. The call for reading matter has been unusually frequent, so as almost to deplete the stock of magazines and books. Seamen starting on long voyages have been eager to get good books to take with them to sea. There has been the usual monthly entertainment, well attended and much enjoyed, and altogether the good work continues to thrive. There was a sad death of a young sailor from heart disease.

Oregon.

PORTLAND.

The Rev. A. ROBINSON writes on November 1, 1898:

We have enjoyed many precious services in the Bethel, and we believe many sailors have been won for a better life. The attendance from the ships is remarkable. Last Sunday night we had eighty-one from ten ships. If people ashore would attend religious services as well as seamen attend the Bethel, the churches of the city could not contain them. We find that the most successful way to reach the majority of the men and boys who come to this port (mostly Scotch and English) is by personal work after the services. There is always an opportunity given our helpers to labor with the convicted and lead them to Christ. It is a common occurence after an impressive and spiritual meeting for some to seek a private interview with me in the office of the Institute where we may pray with them. Some of the soundest conversions take place on such occasions. Mr. and Mrs. MALONE are our best personal workers and their labors are often blessed by bright conversions. Frequently, letters of appreciation reach us from men and boys who professed Christ while with us in Portland. I am glad to say that Mr. QUACKENBUSH, our president, who is also chairman of the Sailor Abuse Committee

of the Chamber of Commerce, recently gave his report. The article came like a thunder-bolt falling out of a clear sky; it came so unexpectedly and exposed their whole system. Until recently the knowledge of their wickedness was confined to the shipping fraternity and a few others. The general public was not acquainted with the dastardly work of these men. Our president's article has aroused great indignation towards the crimps, and the mind of the outraged people is being freely expressed. May the day soon come when this system of slavery will be completely suppressed. [See the report referred to in this number].

Mr. FLETCHER reports for October having distributed 1,791 religious papers, 223 magazines, 1,210 pages of tracts, 164 picture cards, 2 Bibles, 7 New Testaments and 9 comfort bags.

Number of American ships in port since last statement, 7, all others, 38; religious services held in chapel, 26, elsewhere, 10; average attendance of seamen at religious services, 40, of others, 17; religious visits to hospitals, 12, on ships, &c., 38; Bibles and Testaments distributed, 5.

Washington.

SEATTLE.

The Rev. THOMAS REES writes on November 1, 1898:

There are 12 ships here, all American. During October 31 services were held in the Bethel, the average attendance of seamen, 17, of others, 70; visits to ships, 38, to hospital, 1.

I arrived in Seattle on October 25 at 5.30 p. m. and went to the evening meeting. At its close there was one sailor converted and two backsliders reclaimed; there have been thirty-nine asking prayers during the month. Nearly one hundred sailors a week have been reached in our meetings alone, besides the work done on shipboard and in hospitals. I have been in the hospital since I came back and found the seamen's ward full, every bed.

"SEATTLE, Wash. August 17, 1898.
"Rev. THOMAS REES,
Chaplain of Seamen's Bethel Work, Seattle, Wash.

"*Dear Sir and Brother:* In response to your application for a vacation, the Seattle Seamen's Friend Society is happy to say, that it is very sensible of your long continued, faithful and arduous labor on this field and is pleased to grant you a vacation for two months to commence within two weeks of this date.

"In this connection the Society desires to express to you its thanks for the year's work and results.

"Very respectfully and affectionately,
SEATTLE SEAMEN'S FRIEND SOCIETY,
By ROGER S. GREENE,
President."

PORT TOWNSEND.

Mr. C. L. TERRY writes on November 1, 1898:

With September 1 we began our meetings nightly again. During June, July and August we held but two meetings per week in the chapel, but during this fine summer weather we endeavor to visit vessels lying in the bay at anchor. We have been received with the utmost courtesy by the officers of ships visited with but few exceptions, and these have invariably been those sailing under the stars and stripes of our own beloved land; the reason being, no doubt, that crews had been shipped through the boarding-houses, and no communication with the shore was desirable. We pray that the time may soon come when on Puget Sound there will be a Sailors' Home where seamen may have an opportunity to receive square treatment in a business way. At present the boarding-house holds undisputed sway. During one of the services held one of the seamen gave his heart to the Lord. Ten in all have professed to give themselves to the Lord since I last wrote, among them a school teacher; now and then when the net is drawn some strange fish gets caught. We have now in the marine hospital about fifty patients. We have some grand visits with the poor boys. We had the pleasure of visiting Tacoma the first week in September, and found dear old brother STUBBS and his good wife happy in the Lord and among the seamen. We also visited those godly souls, Mrs. FUNNEMARK and her daughter, CHRISTINE, of the Seamen's Rest; a genuine mother and sister are they to the sailors and much lasting work is being done for the Master by them. How the boys of the *Canarvon Boy* sang the morning we were here! about twenty of them sang "Crown Him Lord of all." Captain CUTLER of the bark *Klickatot* stepped into the Bethel a day or so ago and in conversation told me his brother had gone to preach to the sailors at the Brooklyn Navy Yard. I have known captain CUTLER for a number of

years and am glad to know he has a brother that has been called of God to work under the standard of this Society at Cob Dock.

Letters to Mr. and Mrs. TERRY:

"It does me a great deal of good to hear from you and from Port Pirie, for your words bring me great help in my fight against self and the world. I have of late been sorely tried and have failed many times, but I do earnestly ask God to forgive me my many sins and to give me strength to overcome all the trials and temptations that so beset me. I do wish we could go home, for I would like to go to church once more. I have not seen a minister since I joined the navy, and the young fellow who was a great help to me aboard has gone astray after the world, so you see I have a hard time to get along, but God will give me victory through faith in our Lord Jesus Christ. It makes me feel very bad to see the way they carry on here Sundays. I will try to get on a ship where there is a chaplain as soon as I can. It must have done your heart good when you heard of our brother's success in bringing others to Christ. I felt like shouting for joy. Pray for me that I may be kept in the straight path which leadeth to salvation."

"I looked forward to your letters as a sunbeam amid the gloom. It did me good to think that some one in this world lived to do good because I do myself no good nor anybody else. I wish that I could be like you or Mr. TERRY, but that I can never be, I have tried many a time but have always failed. There was many a night I felt like getting down on my knees and asking the Lord to pardon me, but now I try to find enjoyment anywhere I can, but get none anywhere, and have no hope of a hereafter. On many a night I have thought of you two in that old Bethel trying to better the condition of the seamen, and what thanks you get for it; but you people are sure of a reward. I shall always bear in mind the Christmas and New Year's I spent in Port Townsend and the many happy hours I spent at your house."

"When I left Port Townsend in 1895, I was trying to lead a Christian life, one devoted to my Saviour. As I see it now I began to rely too much on my own strength, consequently my faith got small and I fell. But, thank God, it was not to stay. When I read Rev. ii: 5, I knew that it meant me, and after appealing to Jesus for restoration this ever-blessed Saviour received me once more. He built me up and after a few months of trials and tribulation, I received as it were the call from my Saviour to 'Go preach the gospel to every creature,' and thanks be to Jesus I am preaching the gospel. I was examined at the Conference of the McRae District of the M. E. Church South on the 22nd of April, 1898, and given a license to preach. Since then I have helped at two revival meetings and a week from now I shall enter into my third one. I think I will try and sell books to the people whereby I can obtain money enough to send me to school for two years before I apply for admittance into the Annual Conference. How I wish I was with you and dear Mrs. TERRY; just to be with you and your glorious work. I know the Lord has blessed you. He could and would not do otherwise.

"'Steer for the Light, Sailor," and 'Behold Me standing at the Door,' and the 'Sinner's Boat,' those dear old songs have never departed from my memory nor will they ever until God call me home. In my fancy I see you as you come to the door of MAX LEVY'S house to call the sailors to the house of God. I wish I could write the feeling in my heart for you and yours."

Book Notices.

SHIPS AND SAILORS. Edited and compiled by James Barnes. New York. Frederick A. Stokes & Co. $5.00.

This volume contains a collection of songs of the sea as sung by the men who sail it, with numerous illustrations in color and black-and-white, by Rufus F. Zogbaum. Of course, not all the songs of the sea are included, but selections are made from old sea-songs, patriotic songs and sea-ballads. As the modern navy has no sea-songs, Mr. Barnes has made a dozen for this work and had them set to music, and both words and music are of a kind to win their way both in the ward-room and forecastle of a man-of-war. Indeed, nearly all the songs of the volume are set to music and the old songs to the old music. The illustrations are facsimiles of paintings in water-color, and are full-page; those in black-and-white are sometimes full-page and sometimes half-page or insert; all drawn by Mr. Zogbaum. The publishers have spared no expense in

the matter of paper, printing and binding, and this superb volume will make a Christmas present of value beyond the money invested in it, and, besides being an ornament in any library, will be a solid addition to the repertory of the singer in many a household.

AN AMERICAN CRUISER IN THE EAST. By John D. Ford. New York: A. S. Barnes & Co. 1898. $2.50

Commander Ford visited the Aleutian Islands, Behring's Sea, Eastern Siberia, Japan, Korea, China, Formosa, Hong Kong, and the Philippine Islands. His three-years' cruise offered him opportunities for travel and study of which he availed himself industriously. The result is a book full of facts, descriptive sketches of scenery, studies of social life, of almost microscopic accuracy. The author has used his eyes to see everything that passed before him and he portrays it on the printed page without troubling himself with abstract or inferential opinions. This method enables the reader to see what he saw and simply to enjoy the sight as the author enjoyed it.

The Planets for January, 1899.

There will be partial eclipse of the Sun on January 11, invisible in New York; visible over most of the North Pacific.

MERCURY will be visible at the middle of the month, low in the south-east just before sunrise.

VENUS will be visible in the morning in the south-east; reaching greatest brilliancy on January 5, and receding from the Sun the whole month.

MARS will be visible the entire night, for most of the night the brightest object in the sky. Will be in opposition to the Sun on January 18. This will not be one of the very close approaches, the distance from us being this time never less than 60,000,000 miles; but Mars will be finely situated for observers in the northern hemisphere of the earth, and will be an object for careful study.

JUPITER will be visible the latter half of the night.

SATURN will not be well visible.

Princeton. T. R.

Sailors' Home, New York.

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

NOVEMBER, 1898.

Total arrivals	67

Receipts for November, 1898.

CONNECTICUT.	
East Windsor, First Congregational Church	$ 10 62
Meriden, First Congregational Ch	2 60
Norfolk, Congregational Church	20 38
Carl Stoeckel	5 00
Ellen Battell Stoeckel	5 00
Southport, Congregational Sunday School, annual gift	10 00
Trumbull, Congregational Church and Society	6 60
West Winsted, Second Congregational Church	7 54
Windsor Locks, Congregational Ch	39 93
NEW YORK.	
Brooklyn, Central Congregational Church and Society	52 96
Mrs. Emily P. Ritchie, for library	20 00
Sunday School of Classon Avenue Presbyterian Church	15 00
New York City, Ellen Gray	50 00
Horace Gray	50 00
Income from Anonymous Library Endowment, for libraries	40 00
Miss Emma Bogardus, to revive the Mrs. Mary A. Bogardus Library, No. 10,101, lost at sea	20 00
George Murray	10 00
Collections on steamers of International Navigation Co.'s New York lines, received per H. G. Philips, cashier	9 41
Capt. Cushman of schooner *Ella G. Ells*, of Rockport, Me., for library work	1 00
Noxon, Mrs. H. E. Noxon	1 00
Valley Cottage, anonymous	1 00
NEW JERSEY.	
New Brunswick, The Guildon Street Sunday School, to refit library No. 10,089	14 00
South Orange, George H. Brown	25 00
PENNSYLVANIA.	
Chambersburg, Miss M. A. McDowell, for library	20 00
DISTRICT OF COLUMBIA.	
Washington, Mrs. Zachary Eddy	1 00
OHIO.	
Ellsworth, Mrs. B. W. Allen	15 00
TENNESSEE.	
Chattanooga, Margaret A. Lyle	20 00
COLORADO.	
Florence, C. H. Bissell	10 00
	$483 04

AMERICAN SEAMEN'S FRIEND SOCIETY'S

REPORT OF NEW LOAN LIBRARIES

SHIPPED IN SEPTEMBER, OCTOBER AND NOVEMBER, 1898.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858–9, to April 1, 1898, was 10,479; and the reshipments of the same for the same period were 12,305; the total shipments aggregating 22,784. The number of volumes in these libraries was 557,685, and they were accessible, by shipment and reshipment, to 398,215 men. Ten hundred and twenty-three libraries, with 36,985 volumes, were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 118,240 men. One hundred and fifty-six libraries were placed in one hundred and fifty-six Stations of the United States Life Saving Service, containing 6,072 volumes, accessible to twelve hundred and eighty-one Keepers and Surfmen.

SEPTEMBER, 1898.

During September, 1898, twenty loan libraries were sent out. Of these eight were new, and twelve were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,527–10,534, inclusive. Assignments of these libraries have been made as follows:

No of Library.	*By whom furnished.*	*Where placed.*	*Bound for.*	*Men in Crew.*
10527	Miss Delia Hallock, of New York City.	Ship Henry B. Hyde ...	San Francisco....	30
10528..	Mrs. D. C. Blair, of New York City. ..	" Celeste Burrill.....	Melbourne.	22
10529..	"Jesus' Little Lambs," Infant Department, Olivet Presbyterian Church Sunday School of Philadelphia, Pa.....	" Centurion.....	Shanghai.....	24
10530..	J. Hooker Hamersley, of New York City.....	U. S. S. Iowa.....	Manila.....	554
10531..	" " " " "	Ship S P. Hitchcock....	San Francisco.....	29
10532..	" " " " "	Bark Levuka.....	Rio Janeiro	18
10533..	" " " " "	" Landskrona	Rio Janeiro	18
10534..	A friend, of New Haven, Conn.....	Ship Luzon.....	Shanghai.....	23

The twelve libraries reshipped were:

8,983	9,465	9,960	10,385
9,099	9,672	10,064	10,401
9,142	9,928	10,127	10,454

OCTOBER, 1898.

During October, 1898, twenty-two loan libraries were sent out. Of these seven were new, and fifteen were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,535–10,541 inclusive. Assignments of these libraries have been made as follows:

No. of Library.	*By whom furnished.*	*Where placed.*	*Bound for.*	*Men in Crew.*
10535	Caroline W. Bachelder, of Wellesley Hills, Mass.....	Ship A. J. Fuller.....	Honolulu.....	26
10536..	Mrs Annie S. Sharp, of Riverton, N. J., to be called the Howard Sharp Memorial Library.....	Bark Mary Hasbrouck..	New Zealand.....	14

No. of Library.	By whom furnished.	Where placed.	Bound for.	Men in Crew.
10537..	Congregational Sunday School of Groton, Conn	Ship Geo. B. Stetson ...	San Francisco.....	24
10538..	Annie B. M. Craig, of Washington, D. C., in memory of David W. and Mrs. Jane O. Mahon, with the text "The memory of the just is blessed." Prov. x: 7	Bark Hamburg	Rio Janeiro.....	20
10539..	First Church of Christ Sunday School of West Hartford, Conn	" Mantanzas.....	Cuba	15
10540..	Congregational Sunday School of Glen Ridge, N. J	Ship Brynhilda.....	Shanghai.....	26
10541..	Woman's Christian Temperance Union of Monroe County, N. Y., as Mrs. F. N. Parish Library.....	" Iroquois.....	Honolulu.....	29

The fifteen libraries reshipped were:

9,375	9,869	10,059	10,181	10,265
9,420	9,972	10,062	10,247	10,283
9,573	10,003	10,129	10,249	10,290

NOVEMBER, 1898.

During November, 1898, twenty-seven loan libraries were sent out. Of these seven were new, and twenty were old ones refitted and reshipped, just as good as new. The new libraries were Nos. 10,542–10,548 inclusive. Assignments of these libraries have been made as follows:

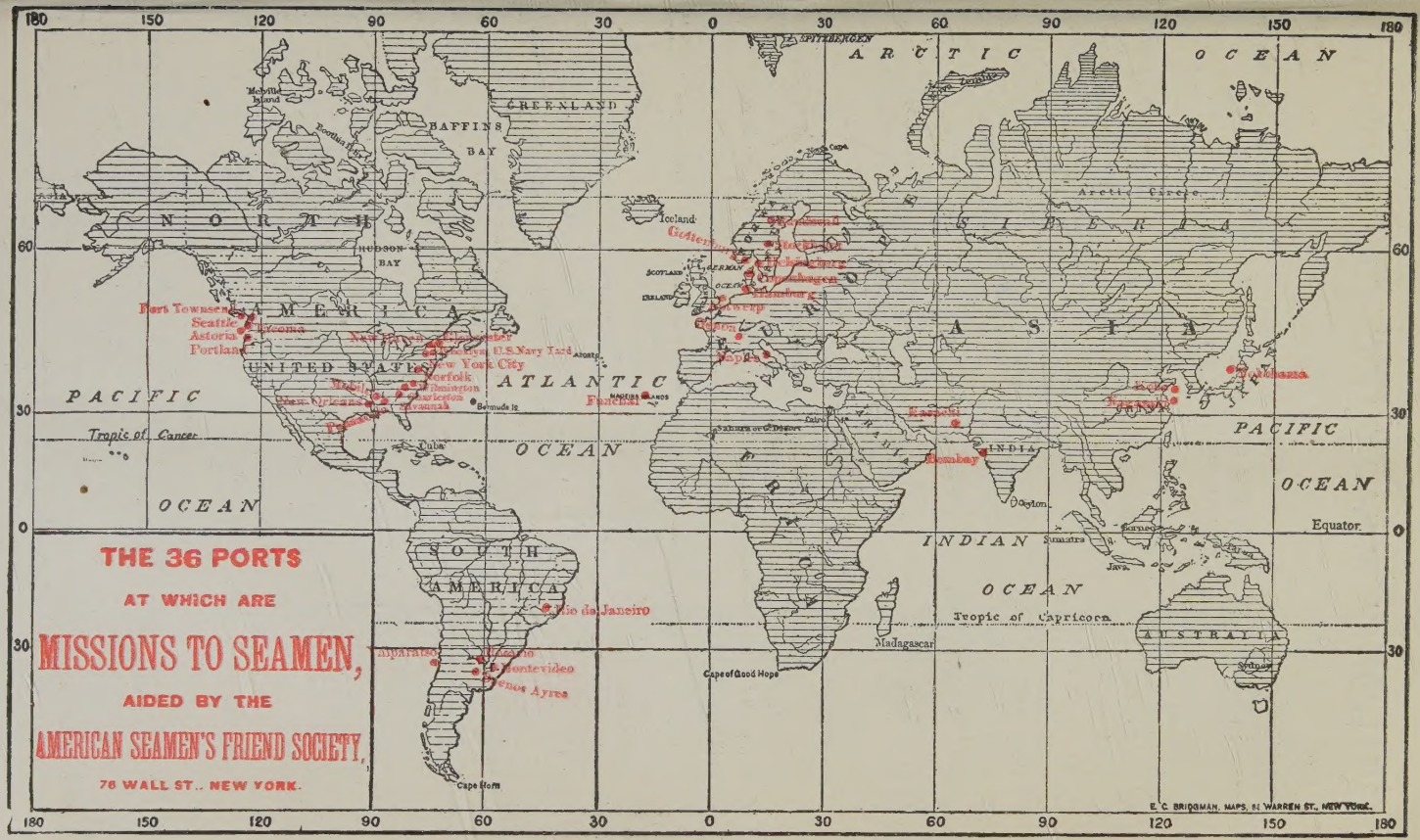
No. of Library.	By whom furnished.	Where placed.	Bound for	Men in Crew.
10542..	Woman's Christian Temperance Union of Ulster County, as Mrs. Anna Hunt Library.	U. S. S. Gresham.....	Cruising.....	70
10543..	Woman's Christian Temperance Union of Chautauqua County, N. Y., as Mrs. Ziba Brown Library....	Ship Great Admiral.....	Buenos Ayres	22
10544..	Mr. John E. Leech, of Brooklyn, N. Y.	" St. David.....	San Francisco.....	22
10545..	" " " " "	Barkentine St. Lucie... .	Santos	12
10546..	" " " " "	Ship Tam O'Shanter	Japan	22
10547..	" " " " "	Bark Saranac.....	Zanzibar.	14
10548..	" " " " "	Barkentine Eleanor M. Williams.....	Port Spain.....	12

The twenty libraries reshipped were:

5,297	9,747	10,080	10,315
8,317	9,767	10,087	10,346
8,385	9,875	10,118	10,356
9,306	9,950	10,145	10,382
9,377	10,043	10,186	10,419

SUMMARY.

New libraries issued in Sept.,	*1898—*	*8*	*Libraries reshipped in Sept.,*			*1898—*	*12*
" "	*Oct.,*	" — 7	"	"		*Oct.,*	" —15
" "	*Nov.,*	" — 7	"	"		*Nov.,*	" —20
		22					*47*


THE 36 PORTS
AT WHICH ARE
MISSIONS TO SEAMEN,
AIDED BY THE
AMERICAN SEAMEN'S FRIEND SOCIETY,
76 WALL ST., NEW YORK.
NORTH AMERICA
SOUTH AMERICA
EUROPE
ASIA
AFRICA
AUSTRALIA
ARCTIC OCEAN
PACIFIC OCEAN
ATLANTIC OCEAN
INDIAN OCEAN
GREENLAND
BAFFINS BAY
HUDSON BAY
ICELAND
SPITZBERGEN
Arctic Circle
Tropic of Cancer
Tropic of Capricorn
Equator
Cape Horn
Cape of Good Hope
Madagascar
Ceylon
Sumatra
Java
INDIA
Bermuda Is
Cuba
Port Townsend
Seattle
Tacoma
Astoria
Portland
San Francisco
New Orleans
Mobile
Pensacola
Charleston
Savannah
Norfolk
Newport News
Washington
New York City
U.S. Navy Yard
Boston
Portland
Halifax
Quebec
Montreal
Toronto
Detroit
Chicago
Milwaukee
Duluth
St. Paul
Minneapolis
Omaha
Denver
Salt Lake City
Virginia City
Sacramento
Oakland
San Francisco
Honolulu
Yokohama
Kobe
Nagasaki
Shanghai
Hong Kong
Manila
Singapore
Bombay
Aden
Marseilles
Naples
Gibraltar
Madeira Is
Cadiz
Lisbon
Malaga
Barcelona
Genoa
Leghorn
Palermo
Messina
Malta
Smyrna
Constantinople
Odessa
Sebastopol
Alexandria
Port Said
Suez
Beirut
Jaffa
Liverpool
Glasgow
Belfast
Dublin
Cork
Queenstown
Londonderry
Scotland
Ireland
England
Hamburg
Antwerp
Rotterdam
Amsterdam
Bremen
Copenhagen
Stockholm
Christiania
Archangel
Petersburg
Rio de Janeiro
Santos
Montevideo
Buenos Ayres
Valparaiso
Callao
Panama
Havana
Kingston
Jamaica
Nassau
Bahamas
Halifax
Quebec
Montreal
Toronto
Detroit
Chicago
Milwaukee
Duluth
St. Paul
Minneapolis
Omaha
Denver
Salt Lake City
Virginia City
Sacramento
Oakland
San Francisco
Honolulu
Yokohama
Kobe
Nagasaki
Shanghai
Hong Kong
Manila
Singapore
Bombay
Aden
Marseilles
Naples
Gibraltar
Madeira Is
Cadiz
Lisbon
Malaga
Barcelona
Genoa
Leghorn
Palermo
Messina
Malta
Smyrna
Constantinople
Odessa
Sebastopol
Alexandria
Port Said
Suez
Beirut
Jaffa
Liverpool
Glasgow
Belfast
Dublin
Cork
Queenstown
Londonderry
Scotland
Ireland
England
Hamburg
Antwerp
Rotterdam
Amsterdam
Bremen
Copenhagen
Stockholm
Christiania
Archangel
Petersburg
Rio de Janeiro
Santos
Montevideo
Buenos Ayres
Valparaiso
Callao
Panama
Havana
Kingston
Jamaica
Nassau
Bahamas
E. C. BRIDGMAN, MAPS, 81 WARREN ST., NEW YORK.

SAILORS' MAGAZINE CALENDAR.

1899

JANUARY

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
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FEBRUARY

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MARCH

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AMERICAN

SEAMEN'S FRIEND SOCIETY,

76 WALL ST., NEW YORK, N. Y., U. S. A.

ORGANIZED MAY, 1828.

INCORPORATED APRIL, 1833.

President:
JAMES W. ELWELL.

Vice-President:
CHARLES A. STODDARD, D. D.

Secretary:
W. C. STITT, D. D.

Treasurer:
WILLIAM C. STURGES.

—:o:—

In the year 1898, the Society aided Chaplains, Missionaries, Colporteurs, and Bible Readers, (in all, 36) in thirty-six foreign and domestic seaports.

Since the year 1858–9 (to Dec. 1, 1898) it has sent out 10,548 new Loan Libraries (560,652 volumes), accessible by original shipment and re-shipment to 404,781 seamen. $20 sends a Library to sea in the name of the Donor.

The SAILORS' MAGAZINE (71st volume) is published monthly at $1.00 per annum.

The LIFE BOAT, 50 copies monthly for one year, free, to Sunday Schools giving $20 for a Library.

The Society has always aimed to give the gospel of Christ to the seamen of the naval and mercantile marine, and in every way to befriend the sailor.

Contributions may be sent to the TREASURER, and a Form of Bequest, for testamentary aid of its work, will be sent to any applicant for the same.

1899

JULY

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SEPTEMBER

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OCTOBER

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NOVEMBER

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DECEMBER

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INFORMATION FOR SEAMEN.

SWEDEN, Helsingborg	K. I. Berg.
" Stockholm	J. T. Hedstrom.
" Sundsvall	Rev. E Eriksson.
" Gottenburg	Christian Nielsen.
DENMARK, Copenhagen	Rev. A. Wollesen.
GERMANY, Hamburg	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM, Antwerp	Antwerp Seamen's Friend Society, Rev J. Adams.
ITALY, Genoa	Genoa Harbor Mission, Rev. Donald Miller.
" Naples	Naples Harbor Mission. Rev. T. Johnstone Irving.
INDIA, Bombay	Seamen's Rest. F. Wood, Superintendent.
" Karachi	Rev. W. H. Dowling.
JAPAN, Yokohama	Rev. W. T. Austen.
" Kobe	Edward Makeham.
" Nagasaki	John Makins.
CHILE, Valparaiso	Rev. Frank Thompson.
ARGENTINE REPUBLIC, Buenos Ayres	Buenos Ayres Sailors' Home&Miss,G.L Chamberlain
" Rosario	Rosario Sailors' Home & Mission, F. Ericsson.
URUGUAY, Montevideo	Sailors' Home and Mission, Rev. G. P. Howard.
MADEIRA, Funchal	Miss n to Sailors & Sailors' Rest. Rev. W. G. Smart.
MASSACHUSETTS, Gloucester	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
CONNECTICUT, New Haven	Woman's Sea. Friend Soc'y of Connecticut, Rev.
NEW YORK, New York City	Capt. Wm. Dollar. [John O. Bergh.
" Brooklyn, U. S. Navy Yard	Rev. G. B. Cutler.
VIRGINIA, Norfolk	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA, Wilmington	Wilmington Port Society, Rev. Jas. Carmichael,
SOUTH CAROLINA, Charleston	Charleston Port Society,
FLORIDA, Pensacola	Pensacola Port Society, Henry C. Cushman.
GEORGIA, Savannah	Savannah Port Society, H. Iverson.
ALABAMA, Mobile	Mobile Port Society, Rev. R. A. Mickle.
LOUISIANA, New Orleans	New Orleans Port Society.
OREGON, Portland	Portland Seamen's Friend Soc'y, Rev. A. Robinson.
" Astoria	Rev. J. McCormac.
WASHINGTON, Tacoma	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend	Pt. Townsend Sea. Friend Society, C. L. Terry.

Directory of Sailors' Homes and Private Boarding Houses.

Location.	*Established by*	*Keepers.*
PORTSMOUTH, N. H., No. 104 Market St	Seamen s Aid Society	James F. Slaughter.
BOSTON, Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Phineas Stowe Sea. Home	Lad. Beth. Soc., 8 N. Bennet St.	George C. Smith.
" Charlestown, 46 Water St	Episcopal City Mission	John Allen, Supt.
" East Boston, 120 Marginal St.	" "	James M. Battles, Supt.
NEW BEDFORD, Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.	E. Williams.
NEW YORK, N. Y., 190 Cherry Street	Amer. Sea. Friend Society.	F. Alexander, Lessee.
" " 52 Market St	Epis. Miss. Soc. for Seamen	H. Smith.
BROOKLYN, N. Y., 172 Carroll St	Scandinav'n Sailors' Home	Capt. C. Ullenars, Supt.
" 112 First Place	Finnish Luth. Sea. Home	
PHILADELPHIA, Pa., 422 South Front St.	Penn. " " "	Capt. R. S. Lippincott.
BALTIMORE, Md., 418 South Ann Street		Miss Ellen Brown
" 1737 Thames St	Port Miss., Woman's Aux'ry	Thomas Hansen, Supt. / Miss Laura Lee, Matron
WILMINGTON, N. C., Front & Dock Sts.	Wilmington Port Society	
CHARLESTON, S. C., 44 Market St	Ladies' Sea. Friend Society	Capt. H. G. Cordes.
MOBILE, Ala	Ladies' Sea. Fr'nd Society.	
NEW ORLEANS, La	N. O. Sea. Friend Society.	Halvor Iverson.
SAN FRANCISCO, Cal	S. F. Sea. Friend Soc'y	Capt. Melvin Staples.
PORTLAND, Ore	Portland Sea. Fr'nd Soc'y.	Rev. A. Robinson.
NEW HAVEN, Conn	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt.

MARINERS' CHURCHES.

Location.	*Aided by*	*Missionaries.*
PORTLAND, ME., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y	Rev. F. Southworth.
BOSTON, Mass. 332 Hanover St	Baptist Bethel Society	" A. S. Gilbert.
Bethel, 287 Hanover St	Boston Sea. Friend Soc'y	" S. S. Nickerson.
East Boston Bethel	Methodist	" L. B. Bates.
" 120 Marginal Street	Episcopal City Mission	" W. T. Crocker.
GLOUCESTER, Mass. 6 Duncan St	Gloucester Fish'rmen's Inst.	" E. C. Charlton.
NEW BEDFORD, Mass.	New Bedford Port Society	" E. Williams.
NEW HAVEN, Conn. Bethel, 61 Water	Woman's Sea. Friend Soc'y	" John O. Bergh.
NEW YORK, N.Y. Catharine c. Madison	New York Port Society	" Samuel Boult.
128 Charlton Street	" " W. S. Branch	Mr. John McCormack.
34 Pike Street, E. R.	Episcopal Miss Society	Rev. A. R. Mansfield.
665 Washington Street	The Sea. Christian Ass'n	Stafford Wright.
No. 341 West Street, N. R.	Episcopal Miss. Society	" W. A. A. Gardiner.
21 Coenties Slip	" " "	" Isaac Maguire.
53 Beaver St	Finnish Lutheran Sea. Ch.	" V. K. Durchman.
BROOKLYN, N. Y., U. S. Navy Yard	Am. Sea. Friend Society	" G. B. Cutler.
31 Atlantic Avenue	New York Port Society	
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Erie Basin	Episcopal Miss Society	" Isaac Maguire.
Scandinavian Seamen's Church, William St., near Richard St.	Nor. Luth. Sea. Mission	" Jakob Bo.
PHILADELPHIA, Pa., c. Front & Union	Presbyterian	" H. F. Lee.
N. W. cor. Front and Queen Sts.	Episcopal	" Francis W. Burch.
Front Street, above Navy Yard	Baptist	"
Washington Ave. and Third St.	Methodist	" W. Downey.
Port Missionary, 1420 Chestnut St.		" E. N. Harris.
BALTIMORE, Md., Aliceanna & Bethel Sts	Seamen's Un. Bethel Soc'y.	" G. W. Heyde.
No. 815 S. Broadway	Port Mission	Mr. K. S. Willis, English.
		" S. Olsen, Scand'ian.
NORFOLK, Va., Water St., near Madison	Norfolk Sea. Fr'nd Soc y	Rev. J. B. Merritt.
WILMINGTON, N. C.	Wilmington Port Society	" J. Carmichael, D.D.
CHARLESTON, S. C., 44 & 46 Market St.	Charleston Port Society	"
SAVANNAH, Ga	Amer. Sea. Friend Soc'y	" H. Iverson.
PENSACOLA, Fla	" " " "	Mr. Henry C. Cushman.
MOBILE, Ala., Church St., near Water	" " " "	Rev. R. A. Mickle.
NEW ORLEANS La., Fulton & Jackson.	Presbyterian	"
SAN FRANCISCO, Cal	San Francisco Port Society	" J. Rowell.
PORTLAND, Ore	Amer. Sea. Friend Soc'y	" A. Robinson.

AMERICAN SEAMEN'S FRIEND SOCIETY,

76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

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OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution.)—The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms, and Schools: and also the ministrations of the gospel and other religious blessings.

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to APRIL 1, 1898, was 10,479. Calculating 12,305 reshipments, their 557,685 volumes have been accessible to more than 398,215 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world: its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.